

# AMERICAN RAILROAD JOURNAL

## AND

# IRON MANUFACTURERS' AND MINING GAZETTE.

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### American Railroad Journal.

New York, Saturday, December 4, 1875.

#### Union Pacific Railroad.

The decision of the United States Supreme Court in the case of the Union Pacific Railroad Company against the United States, delivered on the 29th ult. by Associate Justice Davis, is the unanimous expression of the Court. It opens with the statement of both sides to the case, which involves the retention or nonretention by the Government of half the compensation due the road for the transportation of mails and military and Indian supplies as reimbursements for interest paid on the bonds issued to the corporation to aid the construction of the railroad.

One of the grounds for the retention is the general right of set off. It is true, says the court, that this right, as a general principle, exists in the Government, and is commonly exercised when settling with those having claims against it, but manifestly the rules applicable to ordinary claims for services rendered to the United States do not apply to this controversy. The bonds in question were issued by the United States to aid the construction of a great national highway. In themselves they do not impute an obligation on the part of the corporation to pay them, and whether,

when the Government has paid the interest on them, an obligation arises on the part of the corporation to refund it depends wholly on the conditions on which the bonds were delivered to the corporation and received by it.

The Court goes on to review the legislation of Congress, and the reasons which made imperative a national highway to the Pacific, which would bind together the widely separated parts of the common country, and furnish a cheap and expeditious mode of transportation for troops and supplies; and it was felt that the Government could not justly ignore the necessity of building this road. So strong and pervading was this opinion that it is by no means certain that the people would not have sanctioned the action of Congress had it charged the Government itself with the direct execution of the enterprise. Besides, there was a vast unpopulated territory lying between the Missouri and Sacramento rivers, practically worthless without the facilities afforded by a railroad for the transportation of persons and property. With its construction the agricultural and mineral resources of the territory could be developed, and settlements made where settlements were possible. Cheaper transportation was needed for the mails and for transporting supplies for the army and the Indians.

The building of the road was universally deemed a bold and hazardous undertaking. It is nothing to the purpose to say the difficulties disappeared in a measure and that the road was constructed at a less cost than was considered possible. No argument can be drawn from the wisdom that comes after the fact. The project was not conceived for private ends, and the prevalent opinion was that it could not be worked out by private capital alone. It was a national work, originating in national necessity and requiring national assistance.

The policy of the Government, to say nothing of the supposed want of power, stood in the way of the United States taking the work in its own hand. Even if that was not so reasons of economy suggested that it was better to enlist private capital and individual enterprise. True, the scheme contemplated profit to individuals, for without the reasonable expectation of that, capital could

not have been obtained, nor the requisite skill and enterprise. But the Government sustained the enterprise to advance its own interests, and it endeavored to enlist private capital as the means of securing the building of the road to be used for governmental purposes.

Whatever obligation, therefore, rested on the company must depend upon the true meaning of the enactment itself, viewed in the light of contemporaneous history. The court goes on to construe the acts incorporating the company. Even the title to the original act of 1862, which seems to have been a subject of special consideration, declares the national character of the work. The body of the act contains the expression that its object is to promote the public interests and welfare, and to secure to the Government at all times, but particularly in time of war, the use and benefit of the same for postal, military and other purposes. If this bill had been equally explicit in relation to the bonds, there would have been no occasion for this suit, but in that particular there is no serious difficulty in getting at the true meaning of Congress. It proffered the inducement to build the road in the way of lands and interest bearing bonds of the United States.

There is no controversy about the terms on which the lands were granted, and the only point is the nature and extent of the obligations on the company to pay these bonds. It is not doubted that the Government is to be reimbursed, principal and interest, but the precise question for decision is whether the company is required to pay interest before the maturity of the principal; the solution depends upon the meaning of the 5th and 6th sections of the act of 1862 and the 6th section of the act of 1864.

The manifest purpose of the 5th section of the act of 1862 is to take a lien upon the property of the company for the ultimate redemption of the bonds, principal and interest, but the way and time are left to further provisions. That the Government was expected in the first instance to pay the interest is clear enough, for the mortgage was taken to secure the repayment of the bonds, together with all the interest thereon paid by the Government. When repayment is spoken of it is

understood that something advanced by the United States is to be paid back. Had it been the intention of Congress that the corporation itself should pay the interest on the bonds as it fell due, the phraseology appropriate to such a purpose would have been used, but when and how the reimbursement was to be made was to be in conformity with the terms prescribed in other portions of the act. There are three things, and three only, which the corporation is required to do, considering the bonds in the controversy:

First, to pay said bonds at maturity; second, to allow the Government to retain the compensation due to the corporation for services rendered, to apply the same to the payment of bonds and interest; third, to pay over to the Government, after the road has been completed, 5 per cent of the net earnings of the road, to be applied to the payment of bonds and interest.

It is sought to give to the word maturity a double signification, applying it to each payment of interest as it shall fall due, as well as to the principal; but this is extending the application of the word beyond its natural and obvious meaning, and is contrary to all legal rules. Courts cannot supply a deficiency in legislation nor afford relief because deficiencies are supposed to exist. The phrase, to pay the bonds at maturity, does not bear the sense sought to be attributed to it. It applies obviously to the obligation to pay both principal and interest, but it does not imply the obligation to pay the interests as they accrue and the principal when due. The failure to perform the conditions is declared a forfeiture, and if the natural meaning is adopted for the phrase "maturity" there can be no forfeiture until the bonds themselves mature. Besides this, when Congress imposed those conditions it well knew that the undertaking of the Government bound it to pay to the holders of any bond interest every six months, and principal at the time the bond matured.

The right to retain the amount due to the company for services rendered and to apply it toward the indebtedness of the company cannot be construed into a requirement that the company was to pay the interest from time to time and the principal when due. It is fair to infer that Congress supposed the service to be rendered by the road to the Government would equal the interest to be paid, and that was not an unreasonable expectation.

Congress did not act for the benefit of individuals, but for an object deemed essential to the security of the country as well as to its prosperity. There is enough in the scheme, in the act, in the purpose contemplated by it, to show that Congress never intended to impose on the company the obligation to pay current interest.

By the act of 1864, the grant of lands was doubled and the Government lien was made a second instead of a first mortgage, and a provision was inserted that only one-half of the amount due by the Government for transportation should be required to be applied to the payment of the bonds issued by the Government in aid of the construction of the road. The subsequent acts of Congress in relation to the bringing of suits in the Court of Claims are alluded to, and the Court finally concludes to affirm the judgment of the Court of Claims.

#### The Grand Trunk Railway of Canada and Eastern (Mass.) Railroad.

A correspondent of the Boston Journal, writing from Montreal, Canada, under date November 27, 1875, says that "within the past two or three days the railway centres of this city, the Corn Exchange and other resorts of the prominent capitalists and railway gentlemen have been rife with rumors to the effect that the Grand Trunk Railway Company of Canada, through its officials, was seeking to get control of the Eastern Railroad of Massachusetts and its connections between Portland and Boston. In fact these rumors have become extensively circulated, and have not as yet received any confirmation or denial on the part of the officials of the Grand Trunk Railway. Ever since the recent investigation into the financial condition of the Eastern Railroad by the investigating committee and the large debt of that corporation becoming known, and also the alleged fact that an agent of the Baring Brothers was inspecting the road for the purpose of reporting to the Messrs. Barings the real condition of its affairs, the daily quotations of its stock and bonds have received more than a casual glance from financial men here. It may safely be asserted that out of all these rumors there is most certainly some ground for the report, since the officials neither confirm nor deny them.

"It will be remembered that a little more than a year ago the gauge of the Grand Trunk Railway was altered from broad to narrow; the rolling stock of freight and passenger cars, together with many hundred engines, were altered to a corresponding gauge: and the expense of this enormous undertaking amounted to many millions of dollars. With this alteration the company has been enabled to send its cars in all directions without break of bulk in freight. And it is now asserted by persons well versed in railroad matters that one of the principal objects in view when this change was made was to seek tidewater at Boston, at some future day; and that the Grand Trunk officials foresaw what the Eastern Railroad would be compelled to do, and have been keeping their eyes upon every move made by the Eastern officials.

"The city of Portland now gives to this wealthy English Corporation an outlet at tide water, but should they get control of the Eastern Railroad and its connections, Boston would no doubt benefit from its consummation and have another route to the West via Portland and Montreal.

"Talking with a prominent financial and railway gentleman, he informed me that before any steps could be taken to consummate any such project as has been talked of for the past three days two questions naturally arose, and which would require considerable attention. In the first place, he said there are more than \$3,000,000 of six per cent. gold bonds of the Eastern Railroad Company held by foreign capitalists, and by the recent statement of the investigating committee nearly twelve millions of the company's debts are held in the United States. Looking in a business like way at the proposed project, the question arises, would such an undertaking pay? Again, the through business to the West from Boston is largely over estimated. Its real value to day is scarcely enough to pay for the expense of carrying it on. The rates are not paying rates, and

from actual figures shown me not a fortnight ago the entire freight and passenger business via the National Despatch, Central Vermont, Red, White, and Blue Lines, Merchants' Despatch, and all the other freight lines have for many months past scarcely paid expenses. These are two serious questions, and the Grand Trunk officials if they have any such idea of controlling the Eastern Railroad will most certainly take them into consideration."

#### Baltimore and Ohio Railroad.

At the annual meeting of the stockholders of the Baltimore and Ohio Railroad Company, held in Baltimore on the 15th ult., the following Report of the President and Directors for the year ending September 30, 1875, was read and accepted:

#### THE REVENUES.

The revenues of the main stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County and the Metropolitan Branch Roads, and the Washington City and Point Lookout Railroad have been.....	\$10,514,178 97
Of the Washington Branch.....	343,169 65
Of the Parkersburg Branch.....	635,031 70
Of the Central Ohio Division.....	878,988 97
Of the Lake Erie Division.....	870,525 94
Of the Chicago Division.....	953,866 45
Of the Wheeling, Pittsburg and Baltimore (formerly Hempfield) Railroad.....	47,965 15
Of the Newark, Somerset and Strattsville Railroad.....	183,330 44
<b>Total.....</b>	<b>\$14,426,552 27</b>

Showing a decrease, compared with

1874, of.....	\$520,538 15
A decrease, compared with 1873, of.....	1,266,646 19
An increase, compared with 1872, of.....	799,874 96
An increase, compared with 1871, of.....	1,869,022 85
An increase, compared with 1870, of.....	3,586,181 79

#### OF THE MAIN STEM.

The expenses of working and keeping the roads and machinery in repair amounted to \$6,181,972 50, being 58.79 per cent upon the earnings, showing an increase of 1.71 per cent compared with the previous year.

It is shown that the earnings in comparison with the fiscal year 1874 have decreased \$1,179,776 58, and the working expenses \$493,922 76, making a comparative decrease in the net profits of \$685,858 82. Compared with the fiscal year 1873, the decrease of earnings being \$1,738,664 81, and of working expenses \$1,136,075 29, the decrease of net profits amounts to \$602,598 52.

#### REDUCTION OF LOANS.

During the year the remainder of the first mortgage loan, redeemable in 1875, which was originally \$1,128,500, viz., \$840,250, has been paid. Of the next mortgage loan, which is redeemable in 1880, \$120,500 have been anticipated, leaving \$579,500 to be paid. Of the loan redeemable in 1885, which was originally for \$2,500,000, \$790,000 have been paid in anticipation, leaving to be paid of this loan \$1,710,000. Of the bonds endorsed by the Baltimore and Ohio Railroad Company, under contract of July, 1864, of the Northwestern Virginia Railroad Company, due in 1885, the original amount having been \$500,000, \$860,000 have been anticipated, reducing the sum unpaid to \$140,000.

#### SINKING FUND.

The sinking fund for the payment of the loan of the city of Baltimore, which was originally \$5,000,000, increased during the year \$99,220 22, making the payment in advance on account and in reduction of that loan \$1,746,978 42.

The payments on account of the sinking funds for the redemption of the sterling loans due in 1886, 1902 and 1910, during the year amounted

to \$405,760, which, at \$4 84 per pound sterling, make £88,884.

The principles upon which the sinking funds of the Baltimore and Ohio Railroad Company are based will cause the entire indebtedness with which they are connected to be paid by the period of the maturity of the respective loans from the annual appropriations made for these funds together with the interest accruing from their accumulations.

#### DIVIDENDS AND PROFITS.

During the year \$685,069 12 of the second series of preferred stock, bearing interest at six per cent per annum in currency, have been issued at par. Notwithstanding the protracted general depression of railway securities, it is gratifying to note that the bonds of the Baltimore and Ohio Company, bearing six per cent interest, continue to command large premiums both in this country and in Europe.

Semi-annual dividends of 5 per cent upon the capital stock were paid on the 1st of November, 1874, and on the 1st of May, 1875, respectively.

The profit and loss account shows an increase for the past year of \$1,879,406 68.

The surplus fund of the company on the 30th September, 1875, was \$34,023,566 83. The entire mortgage indebtedness in currency and sterling is \$28,716,334 58. It is thus shown that the surplus fund, representing capital derived from net earning invested in its branch and connecting roads, and in the great improvements that have been continuously constructed on the main stem, which is not represented by either stock or bonds, exceeds the entire mortgage indebtedness of the company \$5,807,282 25.

#### INCREASE OF TONNAGE.

It is shown by the report of the transportation department that there has been a continued expansion of tonnage of through merchandise east and west, viz., from 752,256 tons in the preceding year to 872,101 tons. For 1873 this traffic was 640,265 tons; for 1872, 557,869 tons, and for 1871, 485,260 tons. Nine hundred and twenty-nine thousand one hundred and forty barrels of flour and 7,342,920 bushels of grain were brought to Baltimore during the fiscal year. The traffic in live stock has been 93,709 tons, showing an increase of 4,437 tons over 1874, and of 6,049 tons over 1873.

#### THE COAL TRADE.

The coal trade shows an aggregate of 1,972,087 tons, which includes 462,198 tons for the company's supply. The quantity transported for the public is 1,519,889 tons, showing a decrease compared with 1874 of 258,739 tons, and compared with 1873 of 499,829 tons.

The prolonged and severe depression in manufacturing and steamship interests has again largely reduced the demand for coal, and resulted in the decrease of tonnage stated. In order to invite trade in this important article of transportation, the tariff was reduced on the 3d of March, 1875, 25 cents per ton, but the decreased consumption, from the cessation of operations by many important works, prevented its satisfactory development. A revival in the general business of the country will doubtless rapidly restore the demand for the superior coals bordering upon our lines, and lead to a great increase in this trade.

#### PASSENGER EARNINGS.

The passenger earnings exhibit an increase from \$1,518,522 68 in the preceding year to \$1,618,289 24.

This result is particularly satisfactory, as the rates during a large portion of the year were greatly reduced in connection with the railway conflict.

#### THE WASHINGTON BRANCH.

The earnings on this road were \$343,169 65, showing a decrease of \$30 153 66 compared with the previous year, of \$97,605 89 compared with 1873, and of \$137,475 39 compared with 1872.

The expenditures charged amount to \$117,295 47, being for improvements and for repairs of

railway, depots, water stations and bridges, and for pumping water.

During the year 349 tons of steel were substituted for iron rails, and 21,543 cross-ties were used.

As stated in former reports, the system was adopted by which the earnings were equitably divided upon a basis requiring all the expenses connected with transportation, the repair and use of machinery, and of the shops and stations of the company in Baltimore to be paid by the main stem, the expenses of the road department alone being charged to this road.

The partial expenditures charged, deducted from the revenue stated, make the sum of \$225,874 18, showing a decrease of net earnings compared with the preceding year of \$21,414 77, of \$58,139 74 compared with 1873, and of \$109,860 88 compared with 1872.

A dividend of five per cent was paid on the 21st of October, 1874, for the half year terminated September 30, 1874, and on the 17th of April, 1875, a similar dividend for the term ended March 31, 1875.

#### CAPITATION TAX QUESTION.

On May 3d of this year the Supreme Court of the United States delivered an opinion in what is called the "capitation tax case," sustaining the constitutionality of that provision of the act of 1832, chapter 175, which requires this company to pay the State one-fifth of the whole amount received for the transportation of passengers on the Washington Branch. The amount of the judgment thus affirmed, with interest, was \$424,229 81, which sum was paid to the State treasurer after the receipt of the opinion of the court.

It will be remembered that the first decision of a judicial tribunal of this question of the validity of the capitation tax was that of the Superior Court of Baltimore city, which was adverse to the claim of the State. That court decided that the provision of the act of 1832 requiring the payment of one-fifth of the passenger receipts on this branch to the State was a tax on passengers, and came within the principle decided by the Supreme Court in what is known as the Nevada case—Crandall vs. Nevada—and was therefore repugnant to the provisions of the constitution of the United States.

#### THE STATE VS. THE WASHINGTON BRANCH.

As soon as this opinion was announced, on December 10, 1870, the company at once reduced all fares one-fifth between Baltimore and Washington, and between all intermediate points on the Washington Branch, thus giving the traveling public, mainly citizens of Maryland, the benefit of this decision exempting the company from the payment of the tax. The suit in which a judgment against the company was affirmed, as stated, covered the one-fifth of all passage money received to January 1, 1870. There are still pending five suits of the State against the company, brought to recover the one-fifth of the gross sum for passengers that has been received since that date.

#### REASON FOR NOT PAYING DIVIDENDS.

As the company reduced its fares from the date stated, by deducting from them this twenty per cent. tax, if the State should still press its claim for one-fifth of the fares thus reduced, and the courts should sustain the validity of the claim, it will be beyond the power of the Washington Branch to earn any dividends for its stockholders, while competing with a road which is free from any such imposition. It must be clear that the right of the State to demand one-fifth of the passenger fares was based upon the condition, fully implied, that the company's franchise of transporting passengers by rail between Washington and Baltimore was an exclusive one. As soon, then, as the State gave a similar franchise to another company for practically a parallel road, the implied consideration of the obligation to pay one-fifth of the passenger fares ceased, and it is but just that the obligation itself should therefore cease.

It cannot be supposed that the Legislature intended that this company should pay to the State twenty per cent. of its gross earnings for passenger transportation, which would be equivalent to forty per cent. of its net earnings from this source, and at the same time retain the right to give the same franchise to another corporation, no part of whose earnings was to go to the State.

It is believed that the Legislature of the State will take this equitable view of the subject, and will not insist upon taking one-fifth of the gross earnings for the transportation of passengers on a road and one third of the stock of which is owned by the State, while a competing line, the Baltimore and Potomac railroad, constructed under the authority of the State, is entirely free from such a burden.

It cannot be for the interest of the State to do this, and as it is so manifestly inequitable it cannot be supposed that the State will insist upon it. We may consequently expect a fair and equitable arrangement by which the Legislature will relieve the company from the payment of this one-fifth of the passenger fares received on the Washington Branch.

That the Legislature could not have intended to reserve the right to authorize the construction of another road and still continue this imposition on this company is manifest from the language used in the eighth section of the act of 1831, which was a supplement to the first act authorizing the construction of the Washington Branch. That language is as follows :

"And if said company shall not complete the said road with at least one set of tracks, so as to be used and traveled from the commencement of it, as authorized by this act, to the line of the District of Columbia within three years after the commencement of the actual construction, the Legislature hereby reserve the right to incorporate another company, or to authorize any other persons, in their discretion, to lay out and make a railroad on and over any ground and in any direction between the city of Baltimore and the District of Columbia, anything in this act or in any act to which it is a supplement to the contrary notwithstanding."

This express reservation of right, in a certain contingency, implies strongly and clearly that there is no right except in that contingency. The company fully complied with the condition named—non compliance with which, alone, authorized the Legislature to give authority to construct the competing road. This most important question has not been submitted to or adjudicated by the courts, but the palpable justice of the position must command it to the Legislature.

But while the Court of Appeals and the Supreme Court of the United States have upheld the legal right of the State to demand this tax, yet the same high tribunal have sustained the position of the company in what is known as the "gold case." The principle affirmed in that case was that the six per cent. guaranteed dividend on the State's preferred stock was payable in currency, and not in coin. Upon the principle thus conclusively decided the company based its counter claim against the State for \$289,529 65 for moneys advanced by the company to pay in London the interest due by the State on the State's sterling loan. That sum is the difference between the six per cent. currency dividend, to which alone the State was entitled, and the amount of money advanced by the company to pay interest for the State in sterling exchange.

The several sums which make up the amount named of course bear interest from the dates of their respective payments. This interest on the sterling loan of the State was advanced by the company, at the request of the State authorities, during the war, and at times when the treasury of the State much needed these funds, and as the principle upon which the company's claim is founded has been established by the highest judicial tribunals of both the State and the United States, it is reasonable to expect that the Legislature will promptly, at its next session, authorize its adjustment.

## THE PARKERSBURG BRANCH RAILROAD.

The earnings of this road for the fiscal year were \$635,031 70, and the working expenses \$766,217 87. The earnings were \$167,034 83 less than in the previous year, whilst the expenses decreased \$176,035 11, showing a comparative net result of \$9,000 28 in the deficit less than in 1874. The unremunerative rates for transportation of much of the large through traffic upon this road, combined with the necessity for continued heavy expenditures for the improvement of the line, (among which was the use of 2,634 tons of steel and iron rails,) have again resulted in a large loss on the business of the year.

## GENERAL RESULTS.

The aggregate earnings, working expenses, and net results of the main stem, including the Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County and the Metropolitan Branch roads, and the Washington City and Point Lookout Railroad, the Washington Branch and the Parkersburg Branch Railroads, of the Central Ohio, Lake Erie and Chicago divisions, the Wheeling, Pittsburgh and Baltimore and the Newark, Somerset and Straitsville Railroads, were viz.:

	Earnings.	Expenses.	Net Earnings.
Main Stem, etc. . . . .	\$10,514,178 97	\$6,181,972 50	\$4,332,206 47
Washington Br. . . . .	343,169 65	117,295 47	225,874 18
Parkersburg Br. . . . .	635,031 70	766,217 87	151,185 17
Central Ohio Div. . . . .	878,983 97	889,118 87	10,134 70
Lake Erie Division . . . . .	870,525 04	667,678 01	202,849 93
Chicago Division . . . . .	953,366 45	1,102,408 21	156,041 76
Wheeling, Pittsb'g & Baltimore R.R. . . . .	47,965 15	47,347 46	617 69
Newark, S. Somerset and Straitsville Railroad . . . . .	183,330 44	187,507 43	25,822 96
	\$14,426,552 27	\$9,936,443 67	\$4,787,871 23
Deficit on Parkersburg Branch and Central Ohio and Chicago Divisions . . . . .	297,362 03		
			\$4,490,008 60

The net revenue of the main stem and branches, including the Central Ohio, Lake Erie and Chicago divisions, the Wheeling, Pittsburgh and Baltimore and the Newark, Somerset and Straitsville Railroads, is \$4,490,008 60. The aggregate working expenses of the main stem with all branches and divisions, are 68.87 per cent of the whole gross revenues, being 5.88 per cent more than the preceding year.

## EFFECTS OF BUSINESS DEPRESSION.

In view of the protracted and extraordinary inactivity of every branch of business, and the universal depression of the manufacturing industries of the country, these results will be regarded with satisfaction. When further considered in combination with the united and prolonged attacks of the great trunk lines upon the business and interests of the Baltimore and Ohio Company, during which time entirely unremunerative rates were established for the transportation of freight, particularly between the seaboard and Western cities, the results are not only satisfactory, but gratifying.

The Pennsylvania Railroad Company offered rates from Baltimore for long periods which were so low as necessarily to involve large losses. This company, therefore, declined much business that was tendered to it in Baltimore and elsewhere, on which the actual cost of transportation would have materially exceeded the gross revenue that could have been earned therefrom.

## IMPORTANT CONNECTIONS.

The Baltimore and Ohio Company, with its powerful connections with Cincinnati, Chicago, St. Louis, Louisville, Columbus and Sandusky, and with Pittsburgh, Wheeling and Parkersburg, on the Ohio river, and Staunton and Danville, in the South, has proven its ability, under its exceptionally strong and prudent financial system, to maintain its positions, vindicate its rights, and to accomplish good results for its shareholders.

## IMPROVEMENTS MADE DURING THE YEAR.

During the year 267,939 new cross ties, 4,677 tons of iron, and 295,526 tons of steel rails were used for repairs and the construction of different

tracks on the main line. The iron rails were made by the company at its rolling mill at Cumberland. During the year 9 engines, 25 palace and passenger cars, and 189 cars for general tonnage were purchased and built at the company's works. The cost of this new and additional equipment, \$358,257 44, has been charged to rolling power.

It is shown by the particulars furnished in the report of the master of machinery that the equipment upon the main stem and branches consists of 558 locomotives, 341 passenger and baggage cars, and 12,058 house, stock and other cars.

It will be seen that 5,526 tons of steel rails have been used during the past year upon the main stem; 5,851 miles of track are now laid with this durable and safe material. The increased cost of the large quantity of steel thus used in substitution for iron rails has been charged to the repair account. The economy and advantage of the substitution of steel for iron rails so generally upon the line are shown by the important reduction stated by the road department in the cost of the "repairs of railway" at \$305,899 26.

During the year 22 miles and 553 feet of second, third and fourth tracks, and tracks connected with stations, have been constructed, costing \$540,576 02. Embraced in these tracks are expensive and difficult, but most valuable improvements upon the mountain grades.

## THE "WAR"—WISER POLICY.

It is believed that the enormous losses thrown upon the roadways of the country by the injudicious assaults made upon the Baltimore and Ohio Company will cause a wiser policy to be generally adopted and maintained in the future.

Such extreme irregularities and rates so unremunerative as were needlessly made have imperilled such vast interests and injured seriously so much railway property that lessons of the past year should not fail to secure hereafter a judicious and conservative policy.

With the numerous improved and important connections recently constructed and secured, a large increase of traffic may be reasonably expected upon the restoration of the business of the country to its normal condition. With this prospect, combined with the economical advantages arising from the comparatively low price of labor and material, it has been deemed judicious to continue to enlarge the facilities and works of the company. Preparations have been thus made by which a greatly increased business can hereafter be effectively and economically done.

## IMPROVEMENTS AT LOCUST POINT.

At Locust Point a warehouse especially adapted for storage and handling of coffee has been made. This structure is 267 feet and 11 inches in length by 77 feet and 4 inches in width, is two stories high, and is divided by solid brick fire walls, carried through and above the roof, into four distinct warehouses. It is protected on the exterior by solid iron doors and window shutters. It is built upon stone and pile foundations in water of 25 feet depth, and is provided with wharves of 40 feet in width on the north and west sides, and 14 feet on the east side, and is so arranged that three vessels can discharge rapidly at one time. This improvement is designed to furnish important additional facilities for the handling and shipment of the present large and rapidly increasing importations of coffee at the port of Baltimore.

## STEAMSHIP ACCOMMODATIONS.

To meet the large requirements for the new lines of steamships running to Baltimore an additional steamship pier is being constructed at Locust Point. This pier is located sixty feet from the eastern line of the company's property, allowing thereby a dock 120 feet in width in connection with that adjoining. It is 750 feet long and 100 feet wide, having a warehouse 88 feet in width, with a platform on each side 6 feet wide. It is built upon piles placed in rows five feet apart from centre to centre, and requires in its construction 3,800 piles. The roof and sides of the

pier are of corrugated iron. Two railroad tracks will run through the warehouse, thus providing the most economical facilities for receiving and delivering freights. A part of this structure will form a bonded warehouse, and it will also be provided with all the offices and appointments desirable and necessary to accommodate, in the fullest manner the requirements of shippers, and to promote the comfort and convenience of passengers. The facilities of track room for delivering and receiving freight at this pier will be of the most complete character. A carriage way will also be provided by which communication between Fort avenue and the pier, will be made without crossing at grade any of the tracks at Locust Point.

## IMPROVEMENTS NEAR BALTIMORE.

At Riverside, near the marine terminus, Locust Point, a superior circular engine house, with all modern improvements, has been constructed. The building is three hundred and five feet in diameter, and contains forty four stalls, with a turntable of sixty feet diameter. The walls of the outer circle are of brick, and the inner circle is of iron, supported by iron columns, which form the sides of the doorways and sustain the iron trusses of the roof. The roof is of slate and the cornice of galvanized iron. Connected with this round house a machine shop, with the best modern improvements and conveniences, 100 by 163 feet, is being constructed. At Bailey's one half mile south of Camden Station, a first class engine house, 228 feet 7 inches in diameter, for twenty four engines, with machine shop, boiler house, blacksmith shop and oil house, has been constructed and is now in use.

At Camden Junction 48 coal chutes, holding 6 tons each, 200 feet long by 38 feet in width, and 31 1/2 feet high, with descending trestle work of 950 feet, are nearly completed and will be used within a brief period, thus effecting an important economy.

In order to increase facilities and conveniences in the vicinity of the great coal regions, the company acquired at Keyser, 5 1/4 miles east of Piedmont, 75 acres of land, on which it has constructed excellent and valuable improvements. It has built an engine house of brick and iron, with stone foundations of the best character, 305 feet in diameter, with 44 stalls for engines, and with a 60 feet turn table. A machine shop, dimensions 103 feet by 164 feet, is rapidly approaching completion. It contains seven tracks, with pits for engines, and is lighted by a ridge skylight 16 feet wide, covered with hammered plate glass, and provided with side ventilators. A substantial building, with accommodations for passengers, the requisite offices, etc., have been erected. A freight warehouse built of brick and covered with slate, 45 by 104 feet, has been completed. New and extensive stock yards have been completed. These accommodations embrace one bay and sheep house, 80 by 130 feet, capacity 100 tons of bay and 5,000 sheep; a barn for horses, 80 by 130 feet; six hog houses, capacity 1,200 hogs, and yard and sheds for 2,000 cattle. Forty eight coal chutes, holding six tons each, with storage capacity for 888 tons, have been completed at this point.

## MAIN STEM IMPROVEMENTS.

Between Piedmont and Keyser two tracks have been added, making four tracks, thus increasing greatly the facilities and economies of making up and dispatching trains.

Other important improvements have been made at Locust Point, Camden Station, Mt. Clare, Frederick, Martineburg, Little Cacapon, Patterson's creek, Cumberland, Deer Park, Newberg, Grafton and Barton, particulars of which are furnished in the report of the master of road.

The investments in new and additional works under the charge of the road department for the fiscal year amounted to \$1,017,245 22.

## PURCHASE OF BALTIMORE'S INTEREST IN CONNELLSVILLE ROAD.

On the 17th of June, 1875, the Baltimore and

Ohio Company purchased from the city of Baltimore its interest in the Pittsburg and Connellsville Railroad Company for \$1,000,000, being the sum originally loaned by the city of Baltimore to that company. The purchase money is to be paid as follows: Forty thousand dollars on the 1st day of July in each year after the year 1875, until the 1st day of July, 1900, and in the meantime interest is to be paid semi annually on the 1st day of July and January on so much of the amount as may remain unpaid.

In order to make this road, so valuable and important to the cities of Baltimore and Pittsburg, effective, much work proved to be requisite to prevent financial embarrassments; and to aid in rapidly perfecting the work, this company has advanced in cash for the Pittsburg and Connellsville Company \$5,685,923 38. The business of that line is now being established upon a permanent basis, and arrangements are being perfected for more intimate connections and the closest relations in working with the main stem. Under the proposed organization largely improved results may be reasonably anticipated.

#### TRANS-OHIO DIVISIONS.

The annual report of Mr. W. C. Quincy, the general manager of the trans Ohio divisions, is appended. It will be seen from the particulars furnished that many important improvements have been made upon the Newark, Somerset and Straitsville, the Central Ohio and Lake Erie divisions. These roads have not only been fully maintained, but many expensive and permanent additions have been made for the purpose of giving increased facilities for the transaction of the large business which is expected in the future.

#### THE BALTIMORE, PITTSBURG AND CHICAGO RAILWAY.

In the last annual report it was stated that it was then expected that the entire road would be opened in November following. The tracklaying on this line, which was commenced at Fostoria, July 22, 1873, was completed from Chicago June to Baltimore Junction, a distance of 263 miles, on November 15, 1874. In order to insure safety in operating much additional work was done, and the opening of the line for traffic from Deshler to Chicago, a distance of 200 miles, was deferred until December 23. The winter proved to be of unusual severity in that region; the thermometer for frequent and protracted periods ranged from zero to twenty three degrees below.

Notwithstanding this extraordinary condition of the weather and the recent construction of the road, the very satisfactory result was shown that there was not a single case of personal injury or an accident upon the line. In order to perfect the road and supply all needed facilities for prompt and economical shipments and transportation large forces have been employed throughout the year to complete the ballasting, to slope and widen the cuts and embankments, to lay additional and second track, and to erect shops, depot structures, water stations and elevators.

Forty acres of ground were purchased at Chicago junction; fifty six acres were donated at Garrett City, and forty acres at Kingston for depot grounds, machine shops, engine houses, etc. At Chicago an engine house for sixteen engines, a machine and blacksmith shop, 70 by 150 feet, are being erected. At Garrett City an engine house for thirty two engines, 264 feet in diameter; a machine shop, 264 by 104 feet; a blacksmith shop, 264 by 80 feet; a power house, 30 by 50 feet, and other requisite buildings are being rapidly constructed, and will be ready for use prior to January next.

At Kingston, an engine house for sixteen engines; a machine shop 150 by 70 feet, two stories in height; a power house 28 by 42 feet, and a blacksmith shop 100 by 70 feet, have been completed. These buildings have all been constructed in the most permanent manner of brick, with slate roofs, and embrace all desirable improvements.

In order to insure the rapid and economical

coaling of engines, chutes with pockets for storage of coal have been erected at Deshler, Walkerton and Kingston, and are under construction at Chicago Junction and Garrett City. At Chicago Junction a brick structure, embracing requisite conveniences for dining and waiting rooms, with sleeping apartments for guests desiring to lie over, is nearly completed. Fourteen grain elevators, with a capacity of from 10,000 to 24,000 bushels each have been built at the following points: Attica, Republic, New Baltimore, Holgate, Hicksville, St. Joe, Auburn, Avilla, Albion, Cromwell, Syracuse, Milford Junction, Union Mills and Cobourgh. Passenger stations have been erected at Chicago Junction, Republic, Tiffin, Fostoria, Bloomdale, Bairdstown, New Baltimore, Hoyt's Corner, Deshler, Defiance, Hicksville, St. Joe, Auburn, Albion, Cromwell, Syracuse, Milford Junction, Locke, Bremen, Walkerton, Union Mills, Summer and South Chicago.

At Defiance, where the Chicago division connects with the Toledo, Wabash and Western railroad, and at Auburn, where it connects with the Detroit and Eel River and Fort Wayne and Jackson and Saginaw railroads, joint station buildings have been erected for the interchange and transfer of passengers and freight with those important lines. At Deshler the connection with the Dayton and Michigan railroad is being perfected by the construction of a joint freight building and a joint passenger station. An ice house has been built at Syracuse lake, with capacity to supply the passenger coaches of the entire line.

In the city of Chicago a first class brick freight warehouse, 600 feet in length by 55 feet in width, with slate roof, has been erected. Two hundred and fifty five miles of fencing and 240 cattle yards have been built upon the line. A stock yard, with loading pens, has been built at Defiance, and many other stations upon the line have been supplied with similar conveniences. At Chicago connections have been made with the great stock yards, and ample preparations for an extensive traffic in live stock have been completed. Eighty one tool and hand car houses have been built. Nineteen frost proof water stations, each with a capacity of 56,000 gallons, each with brick power house, and all supplied with pumping engines, have been erected. Reservoirs have been built at Chicago Junction, Attica, New Baltimore, Deshler and Hamler, with an estimated capacity of 10,740,000 gallons. A second track has been completed from Kingston to Baltimore Junction, seventeen and a half miles of side tracks have been laid, and junction tracks built for the transfer of loaded cars with the following railway companies, viz:

At Tiffin, with the Cincinnati, Sandusky and Cleveland, and with the Toledo, Tiffin and Eastern railroads; at Fostoria, with the Lake Erie and Louisville; at Deshler, with the Dayton and Michigan; at Defiance, with the Toledo, Wabash and Western; at Auburn Junction, with the Detroit, Eel River and Indiana, and the Fort Wayne, Jackson and Saginaw; at Avilla, with the Grand Rapids and Indiana; at Milford, with the Cincinnati, Wabash and Michigan; at Walkerton, with the Indianapolis, Peru and Chicago; at Union Mills, with the Chicago and Lake Huron; at New Albany Crossing, with the Louisville and Chicago, and at South Chicago, with the Chicago, Rock Island and Pacific railroads.

The amount expended for construction during the fiscal year in providing the additional facilities described, and in perfecting this line was \$1,366,014 60.

In order to organize an independent line of telegraph and thus instead of having the telegraph service a source of large and constant expenditure, to make it a source of revenue, a first class line, with two wires of the best galvanized iron, has been built upon the entire line between the Lake Erie division and the city of Chicago.

Arrangements will be made by which improved facilities will thus be furnished to the public, and it is believed an important economy will result to the company, through the establishment of the

line upon principles different from those under which the telegraph business of the Baltimore and Ohio Company has heretofore been done.

The successful management of the business of the company requires the acknowledgement of the board to the officers and employees generally for their faithful and effective services. By order of the board.

JOHN W. GARRETT, President.

#### ELECTION OF DIRECTORS.

After the reading of the report, no other business being presented, the stockholders' meeting entered into the election of directors to serve for the ensuing twelve months. Messrs. Miles White, Wm. J. Albert and Wm. F. Burns acted as judges. On counting the ballots the following gentlemen were found to be unanimously elected by a vote of 42,179 shares, viz: Messrs. Galloway Cheston, Samuel W. Smith, Francis Burns, John Spear Nicholas, John Gregg, Francis T. King, C. Oliver O'Donnell, James Harvey, Wm. W. Taylor, Samuel Kirby, John King, Jr., and G. A. Von Lingen.

#### The Coal Trade.

The anthracite tonnage for the week ending on the 20th ult. is stated at 562,788 tons, and for the year at 18,580,774 tons, against 18,608,212 tons to corresponding date last year, a decrease of 27,438 tons. The bituminous tonnage for the week was 87,751 tons, and for the year 4,030,686 tons, making a total of all kinds for the week of 650,534 tons, and for the year 22,611,460 tons, against 21,847,257 to corresponding date last year, an increase of 764,203 tons. At Port Richmond for the week ending the 27th ult. there were receipts of 63,500 tons of coal and shipments of 55,500 tons, leaving 165,500 tons on hand. The quantity of coke and coal transported over the Pennsylvania Railroad for the last week was 104,058 tons, and for the year 8,859,027 tons, of which 8,158,153 was coal and 613,680 coke. This embraces all the coal carried both east and west. The receipts of coal at Perth Amboy for the week ending on the 22d ult. were 19,840 tons; total received during the season, 318,178 tons; shipments for the week, 15,721 tons; total shipments for the season, 282,077 tons; leaving on hand 40,577 tons.

#### Virginia State Debt.

From the report of the Second Auditor of Virginia it appears that the State debt on the 30th of September, 1875, exclusive of the bonds and certificates held by the literary and sinking funds, was \$29,514,426 48. The debt, as reported October 1st, 1874, was \$29,957,010 75. The debt is divided as follows:

Amount of tax paying coupons issued to date.....	\$18,881,500 05
Amount of registered bonds and fractional certificates which may be converted at the option into such bonds.....	1,355,515 80

Making the amount of the consolidated debt .....	\$20,237,015 85
Amount of debt funded and to be funded in bonds not convertible into consols.....	9,277,410 58

Making the debt proper.....	\$29,514,426 48
Of which the West Virginia portion is .....	15,239,370 74

The public debt is held as follows: By citizens and corporations in Virginia about \$8,000,000, (of which probably \$6,000,000 is in consols) in other States of the Union \$18,000,000, and in foreign countries \$8,500,000.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	13,280,000	J. & J.	July '75 3	Long Island 50	8,000,000	M. & S.	May '75 10	Vermont and Mass 100	\$2,900,000	A. & O.	Oct. '75 2
Allegheny Valley 50	2,26,350	— & —		Louisv. Cin. and Lex 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) 100	1,500,000	J. & D.	Dec. '74 3
Atlanta and West Point 100	1,232,204	J. & J.	July '74 4	" pref. 100	848,700	J. & J.	Jan. '74 4	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf 100	3,693,200	— & —		Louisville & Nashville 100	8,980,600	F. & A.	Feb. '74 4	Westchester & H. H. pref. 100	821,300	J. & J.	July '75 4
" " guar. 100	784,476	M. & N.	Nov. '73 34	Louisv., N. Alb. & Chi 100	3,000,000	J. & D.	Dec. '70 3	West Jersey 100	1,55,750	F. & A.	Feb. '74 4
Atlantic and St. Law* 100	39,494,900	M. & S.	Sept. '75 3	Lowell and Lawrence 100	200,000	A. & S.	Ap. '75 3	Winchester & Potomac* 100	180,000	J. & J.	July '75 3
" new 1870 100	1,500,000	— & —		Lykens Valley 20	600,000	F. M. A. N.	Aug. '75 24	Winchester & Strasburg* 100	500,000	J. & J.	July '75 3
Avon, Genesee & Mt. M. 100	226,000	A. & O.	Jan. '75 5	Macon and Western 100	2,500,000	J. & J.	July '73 5	Worcester and Nashua 75	1,789,800	J. & J.	July '75 3
Baltimore and Ohio 100	131,151,962	M. & N.	Nov. '75 6	Maine Central 100	3,430,500	— & —					
Washington Br. 100	1,650,000	A. & O.	A. I. '75 5	Marietta & Cincinnati 50	1,408,912	— & —		HORSE-POWER R. R.			
Berkshire* 100	320,500	quarterly	Oct. '76 6	" 1st pref. 50	800,000	M. & S.	Nov. '75 5	Albany City 100	110,300	— & —	— 24
Bossburg & Corning* 50	250,000	J. & O.	Dec. '72 24	" 2d pref. 50	4,400,368	M. & S.	Sep. '66 3s	Baltimore City 25	80,000	— & —	July '75 4
Boston and Albany 100	18,884,100	M. & N.	Nov. '75 5	Massawippi* 100	400,000	F. & A.	Sep. '66 3s	Bleecker & F. F. (N.Y.) 100	900,000	— & —	
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	July '75 3	Memphis & Charleston* 25	5,312,725	J. & D.	Feb. '75 3	Boston and Chelsea 100	110,000	A. & O.	ct. '75 4
Agricultural Br. guar. 100	60,000	J. & D.	D. C. '75 3	Michigan Central 100	18,738,204	J. & J.	Jan. '69 3	Broadway & 7th Av. (N. Y.) 100	200,000	J. & D.	Jan. '75 3
Boat, Goue. & Mont. pref. 100	800,000	M. & N.	May '73 3	Mill Creek & Minehl 50	323,375	J. & J.	Jan. '73 4	Brooklyn Cl. y 100	1,500,000	F. M. A. N.	Aug. '75 3
Boston and Lowell 500	3,200,000	J. & J.	July '75 0	Milwaukee and St. Paul 100	15,399,261	J. & J.	Dec. '70 7	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Boston and Maine 100	6,921,274	M. & N.	Nov. '75 4	" pref. 100	12,274,453	F. & A.	Aug. '74 24	Brooklyn and Jamaica 100	488,100	— & —	
Boston and Providence 4,000,000	4,000,000	M. & N.	Nov. '75 4	M. Hill & Schuy. Hay. 50	8,856,450	J. & J.	July '75 34	Bushwick (Brooklyn) 100	302,000	J. & J.	July '71 34
Buffalo, N. Y. and Erie* 100	56,000	F. & A.	Aug. '74 34	Morris and Essex* 50	14,008,100	J. & J.	July '75 34	Cambridge 100	800,500	A. & O.	Oct. '75 4
Burlington and Mo. Riv. 100	5 254,203	M. & S.	Sept. '75 5	Naugatuck 100	1,882,900	F. & A.	Sept. '75 5	Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 24
" " pref. 100	1,485,900	M. & S.	Oct. '75 24	Nequonhing Valley 50	1,000,000	M. & S.	Oct. '75 5	Citizens (Phil.) 50	500,000	J. & J.	Nov. '71 7
Camden and Amboy* 100	5,847,800	quarterly	Oct. '75 24	Newark and N. York* 100	977,400	J. & J.	Jan. '75 3	Citizens (Phl.) 50	500,000	— & —	
Camden and Atlantic* 50	377,400	— & —	Oct. '75 34	New Bedford 100	1,678,500	M. & N.	Nov. '75 4	D. Dock E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	Aug. '75 2
" " pref. 50	838,469	— & —	Oct. '75 34	N. Bedford 100	1,800,000	quarterly	Oct. '75 24	Elizabeth and Newark 100	1,000,000	J. & J.	Jan. '75 6
Cape Cod 60	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val* 100	5,295,200	quarterly	Sept. '72 3	Eighth Avenue (N. Y.) 100	200,000	— & —	— 3
Orpe May and Millville* 50	447,000	J. & D.	June '75 8	N. Haven & Northamp. 100	605,000	quarterly	Oct. '75 24	Elizabeth & Newark 100	748,000	M. & N.	May '75 5
Catasauqua & Fogelsv. 50	426,900	Novemb.	Nov. '71 6	New Jersey 100	7,295,200	quarterly	Oct. '75 24	Frankl. & Soothw. (Ph.) 50	491,750	J. & J.	Jan. '75 3
Catawissa* 50	50,000	— & —	1,149,600	New London Northern* 100	1,418,800	quarterly	Oct. '75 2	Grand St. and Newton 100	500,000	J. & J.	July '71 2
" " 2d pref. 50	2,200,000	M. & N.	Nov. '75 24	New York and Huron 100	8,500,000	quarterly	Oct. '75 2	Green & Coates St. (Ph.) 50	2,050,000	J. & J.	Jan. '75 14
Cayuga and Susq* 50	589,111	J. & J.	July '75 4	" pref. 100	1,600,000	J. & J.	July '75 4	Heston, Mantau & Fairm. 50	200,000	— & —	
Cedar Rapids & Mo. R. 100	6,850,400	F. M. A. N.	Nov. '75 1	" pref. 100	15,500,000	J. & J.	July '75 4	Highla. 100	200,000	— & —	
" " pref. 100	789,600	F. & A.	Aug. '75 34	North Carolina 100	2,500,000	quarterly	July '75 24	Germantown (Ph.) 100	500,000	J. & J.	July '75 2
Central of Georgia 100	4,666,800	J. & J.	July '73 5	" pref. 100	1,000,000	J. & J.	July '75 24	Girard College (Ph.) 50	1,00,000	J. & J.	July '75 3
Central of New Jersey 100	20,000,000	quarterly	Oct. '75 24	North Carolina 100	4,900,000	irregular	July '75 24	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Central Ohio* 50	2,426,000	J. & D.	June '75 3	" pref. 100	1,000,000	J. & J.	July '75 24	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '75 4
Central Pacific 100	164,275,500	A. & O.	Oct. '75 4	North Pennsylvania 50	3,806,500	F. & A.	Aug. '75 3	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
Chemung* 100	380,000	quarterly	July '75 14	North Central 50	5,842,000	J. & D.	July '74 34	Highla. 100	200,000	— & —	
Cheshire, preferred 100	2,100,000	J. & J.	July '75 2	" pref. 100	5,000,000	J. & D.	Dec. '75 24	Metropolitan (Boston) 50	1,500,000	J. & D.	July '75 4
Chicago and Alton 100	8,929,900	M. & S.	Sept. '75 4	North Central 50	3,068,400	J. & D.	Dec. '75 24	Middlesex (Boston) 100	400,000	M. & N.	Nov. '75 3
" " pref. 100	2,425,400	M. & S.	Sept. '75 4	" pref. 100	1,000,000	J. & J.	July '74 34	Ninth Avenue (N. Y.) 100	797,320	— & —	
Chicago, Bur. & Quincy 100	18,989,919	M. & S.	Sept. '75 3	North Central 50	2,804,400	J. & J.	July '75 24	Orange and Newark 100	282,555	— & —	
Chicago, Iowa & Nebraska 1,00	3,916,210	J. & J.	July '75 4	" pref. 100	3,077,000	J. & J.	July '75 24	Philadelphia City 50	750,000	J. & J.	July '75 5
Chicago & N. Western 100	14,994,600	J. & D.	Dec. '72 3	Odgenb. & L. Champ. 100	6,004,300	A. & O.	Oct. '75 4	Philadelphia and Darby 20	200,000	J. & J.	July '75 2
" " pref. 100	21,436,653	J. & D.	July '75 34	" pref. 100	2,400,000	J. & J.	July '75 24	Phila. and Grey's Ferry 50	284,775	J. & J.	July '75 2
Chicago, B. I. & Pacific 100	26,000,000	A. & O.	Oct. '75 4	Ohio and Mississippi 100	20,000,000	J. & D.	Mar. '75 34	Second Avenue (N. Y.) 100	888,100	J. A. J. O.	Nov. '69 8
Cin., Ham. & Dayton 100	2,600,000	A. & O.	Oct. '75 4	" pref. 100	4,289,450	J. & J.	Jan. '74 3	Second & Third St. (Ph.) 100	962,100	J. & J.	July '75 2
Cin., Band. & Clev. 50	2,980,550	M. & N.	Nov. '75 2	Old Colony & Newport 100	6,633,100	J. & J.	Jan. '74 3	17th & 19th streets (Ph.) 100	500,000	J. & J.	July '71 3
" " prof. 50	413,150	M. & N.	Oct. '75 4	Oswego and Syracuse* 100	482,400	F. & A.	Aug. '75 4	Sixth Avenue (N. Y.) 100	750,000	M. & N.	Nov. '74 5
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '75 34	Panama 100	7,000,000	J. & J.	Oct. '75 24	Third Avenue (N. Y.) 100	1,170,000	F. M. A. N.	Nov. '75 24
Cleveland & Mahoning* 50	2,057,569	F. M. A. N.	May '74 3	Paterson and Hudson* 100	632,000	J. & J.	July '75 24	13th & 15th street (Ph.) 100	1,000,000	J. & J.	July '75 24
Cleveland & Putnam* 50	11,236,150	F. M. A. N.	Nov. '75 1	Paterson and Newark* 100	250,030	J. & J.	Dec. '75 24	23rd street (N. Y.) 100	600,000	J. & J.	July '75 2
Col. Chie. & Ind. Cin. 100	13,000,000	— & —	Feb. '75 34	Pemberton & Hightstown* 50	342,150	J. & J.	Jan. '75 3	Somerville (Boston) 100	98,000	M. & N.	Jan. '75 4
Columbus and Xenia* 50	1,786,800	M. J. S. D.	Sept. '75 2	Pennsylvania 100	68,144,475	J. & J.	Nov. '75 2	South Boston 100	366,800	J. & J.	Oct. '75 5
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '75 2	Pearls & Bureau Val* 100	1,200,000	F. & A.	Aug. '75 4	Union (Boston) 100	400,000	J. & J.	July '75 8
Concord 100	1,500,000	M. & N.	Nov. '75 5	" pref. 100	2,400,000	J. & J.	July '75 24	Union (Phila.) 50	2,000,000	J. & J.	July '75 10
Concord and Porte* 100	350,000	J. & J.	July '75 24	" pref. 100	2,040,000	J. & J.	July '75 24	West Philadelphia 50	2,000,000	J. & J.	July '75 10
Conn. & Passau* 1/2 100	2,100,000	F. & A.	Feb. '75 3	Phil., Ger. & Norritown* 50	4,000,000	M. J. S. D.	Dec. '75 24	CANALS.			
Connecticut 1/2 100	2,10,000	J. & J.	July '75 4	" pref. 100	616,700	J. & J.	Oct. '75 24	Chesapeake & Delaware 50	1,982,523	J. & D.	June '75 2
Cumberland & Valley* 50	1,294,500	A. & O.	Oct. '75 4	Yarmouth certificates 100	202,400	J. & J.	Oct. '75 24	Chesapeake and Ohio 25	8,229,594	— & —	
" 1st pref. 50	241,900	A. & O.	Oct. '75 4	" pref. 100	1,259,100	J. & J.	Oct. '75 24	Delaware Division 60	1,633,350	F. & A.	Aug. '75 4
" 2d pref. 50	243,000	A. & O.	Oct. '75 4	Old Colony & Newport 100	1,500,000	J. & J.	Oct. '75 24	Delaware and Hudson 100	20,000,000	F. & A.	Aug. '75 5
Danbury and New. 100	690,000	— & —	Dec. '74 1	Providence & Worcester 100	2,000,000	J. & J.	Oct. '75 24	Delaware and Raritan 100	5,847,400	quarterly	Oct. '75 24
Delaware* 100	1,330,950	J. & J.	Dec. '75 3	Raleigh and Gaston 100	1,500,000	J. & J.	July '75 24	Erie of Pennsylvania 50	64,000	— & —	
Del., Lackaw. & Western 100	28,500,000	quarterly	Oct. '75 24	Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '75 24	Lehigh Coal & Navigat. 50	949,900	J. S. D. M.	Dec. '75 2
Detroit & Milwaukee* 50	822,110	— & —	—	Roch. & Genesee Val* 110	1,55,200	J. & J.	July '75 24	Monongahela Navigat. 50	1,003,500	F. & A.	Jan. '73 3
" " prof. 50	2,099,000	J. & D.	Dec. '69 7	Rutland* 100	2,479,700	J. & J.	July '75 24	Morris (consolidated) 100	1,025,000	F. & A.	Feb. '75 2
Dubuque & Sioux City* 100	5,000,000	A. & O.	Oct. '75 3	St. Croix and Penobscot 100	100,000	J. & J.	July '75 24	" (preferred) 100	1,175,000	F. & A.	Feb. '75 5
East Pennsylvania* 50	1,809,206	J. & J.	July '75 3	St. L., Alt. & T. Maule 100	2,300,000	— & —					

## RAILROAD EARNINGS—MONTHLY.

ATLANTIC & PACIFIC :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1873.	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,673
1874.	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,554	498,413	539,400	406,900	.....	.....
CENTRAL PACIFIC :													
1873.	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,669	1,285,567	1,293,957	1,037,992	12,734,723
1873.	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,872,632
1874.	843,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
1875.	890,000	902,000	1,192,000	1,355,000	1,797,000	1,711,000	1,477,000	1,532,000	1,561,000	1,606,000	.....	.....	.....
CHICAGO AND ALTON :													
1870.	281,109	316,037	342,897	348,039	406,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.	353,235	342,369	334,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	458,607	377,687	5,278,910
1872.	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,982	497,261	540,756	431,315	352,604	5,156,326
1873.	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
CHICAGO AND NORTHWESTERN :													
1870.	706,025	753,783	853,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,514	1,047,318	1,006,235	882,422	11,008,277
1872.	774,856	714,123	846,394	900,376	1,074,779	1,070,460	1,029,953	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,655	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
CHICAGO, MIL. & ST. PAUL :													
1870.	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.	396,760	327,431	400,149	438,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.	460,936	387,565	426,233	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.	654,426	657,497	576,271	742,051	964,930	886,709	749,315	704,373	798,659	862,153	694,250	662,283	8,953,017
CLEV., CLE., CIN. & IND. :													
1869.	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,965
1870.	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	369,830	358,743	4,462,625
1873.	363,921	413,043	448,924	413,443	463,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,249,606
ERIE :													
1871.	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.	1,382,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.	1,326,505	1,329,423	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.	1,455,210	1,286,511	1,430,911	1,465,550	1,687,772	1,577,945	1,548,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,016,005
ILLINOIS CENTRAL :													
1871.	624,744	529,617	563,598	620,228	713,163	718,722	707,993	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
KANSAS PACIFIC :													
1871.	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,303	349,468	449,418	314,513	223,240	3,693,183
1873.	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n :													
1870.	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,342,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.	1,090,039	1,082,656	1,320,092	1,225,281	1,201,733	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.	1,349,275	1,302,139	1,504,478	1,563,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,599,935
1873.	1,445,220	1,600,933	1,774,128	1,709,850	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
MARINETTA & CINCINNATI :													
1872.	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,575
MICHIGAN CENTRAL :													
1871.	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	592,082	587,434	507,050	5,940,102
1872.	411,113	384,058	449,453	485,550	487,293	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,460	481,568	6,129,555
MO., KAN. & TEXAS :													
1873.	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
OHIO AND MISSISSIPPI :													
1872.	272,472	239,733	290,710	276,290	290,523	263,290	232,986	304,083	356,194	408,254	319,024	283	

## NATIONAL AND STATE SECURITIES.

Amounts outstanding.		Interest.			Amounts outstanding.		Interest.			
		Rate.	Payable.	When Payable.	Market	Rate.	Payable.	When Payable.	Market	
<b>National Securities, Nov. 1, 1875</b>										
Loan of June 14, 1858	..... registered	000	5	Jan. & July.	1874	...	Massachusetts—(\$23,465,204):	5	Jan. & July.	
Loan of February 8, 1861	..... registered	13,704,000	6	Jan. & July.	1880	1194	.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.
..	.. coupon	4,621,000	6	"	1880	124	.. Harbor Land Improvement bonds, 1874.....	400,000	5	" 1894
Oregon War Bonds of March 2, 1861	.. coupon	945,000	6	Jan. & July.	1881	...	.. Back Bay Land bonds, 1861 and 1862.....	220,000	5	May & Nov.
Loan of July 17, and Aug. 5, 1861	.. registered	125,586,050	6	Jan. & July.	1881	1194	.. Union Defense Loan, 1861.....	1,850,000	6	Jan. & July.
..	.. coupon	63,425,300	6	"	1881	124	.. Union Defense Loan, 1862.....	50,000	5	June and Dec.
Loan of Feb. 25, 1862	(5-20s) .. registered	58,682,800	6	May & Nov.	1882	1154	.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.
..	.. coupon	21,317,200	6	"	1882	1154	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	1894
Loan of March 3, 1863	..... registered	53,682,800	6	Jan. & July.	1881	1194	.. War Fund Loan, 1869.....	999,944	5	" 1899
..	.. coupon	27,572,400	6	"	1881	124	.. Troy & Greenfield R. R. & Tunnel Loan.	10,971,992	5	Various.
Loan of March 3, 1864	(5-20s) .. registered	32,280,000	6	"	1881	124	.. B. & H. & Erie R. R. Loan.	3,599,020	5	Jan. & July.
..	.. coupon	33,849,950	6	May & Nov.	1885	1164	Michigan—(\$1,664,000):	105,000	6	" 1878
Loan of March 3, 1865	(5-20s) .. registered	118,64,400	6	"	1885	1164	.. Renewal Loan bonds, 1858.....	1,032,000	6	" 1883
..	.. 2d series (5-20s) .. registered	57,086,400	6	Jan. & July.	1885	1174	.. Two Million Loan bonds, 1863.....	366,000	7	May & Nov.
..	.. (5-20s) .. coupon	148,576,700	6	"	1885	1208	.. War Bounty Loan bonds, 1865.....	250,000	7	Jan. & July.
..	.. 3d series (5-20s) .. registered	88,786,200	6	Jan. & July.	1887	1194	.. State Building Loan, 1867 to 1869.....	230,000	7	" 1883
..	.. (5-20s) .. coupon	221,654,550	6	"	1887	1224	.. State Building Loan, 1873, coupon.....	2,275,000	7	" 1887
..	.. 4th series (5-20s) .. registered	14,584,000	6	Jan. & July.	1888	1194	.. Railroad Aid bonds, 1858, (repudiated).	439,000	6	" 1888
..	.. (5-20s) .. coupon	22,890,000	6	"	1888	123	.. State Debt Proper, 1865 and 1868.....	2,727,000	6	" 1888
Loan of March 3, 1864	(10-40s) .. registered	141,627,250	5	Mar. & Sept.	1904	1174	.. Consolidation bond, 1868.....	1,100,000	6	" 1910
..	.. (10-40s) .. coupon	52,989,050	5	"	1904	1174	.. Funding Bonds, 1874.....	15,868,000	6	" 1910
Conseils of July 14, '70 & Jan. '71 registered		211,974,000	5	F. M. A. & N.	1881	1164	.. Railroad Aid bonds, 1853-'66.....	505,000	6	" 1910
..	.. coupon	250,425,050	5	"	1881	1174	.. State Institution bonds, 1872 to 1874.....	160,000	10	Mar. & Sept.
Debt matured and without interest (var.)		22,865,180	..	Due.			.. Bonds funding floating debt, 1871.....	1,000,000	6	1881
Navy Pension Fund of July 23, 1868 (cur.)		14,000,000	3	Irred.			.. War Loan bonds, 1861.....	418,000	6	Jan. & July.
Certificates of Indebtedness 1870 (cur.)							.. War Loan Bonds of 1864.....	600,000	6	Mar. & Sept.
Pacific R. R. Bonds (registered) (currency)		64,623,512	6	Jan. & July.	'96-'99	1224	.. State bonds, 1873.....	500,000	6	Jan. & July.
United States Notes		373,365,952	nd				.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	" 1906
Fractional Currency		40,631,630	"							
<b>State Securities, latest dates.</b>										
Alabama—(\$21,470,810):							.. War Loan (tax free) bonds, 1861.....	1,000,000	6	" 1864
.. Bonds (old), extended		2,582,800	5	May & Nov.	'88-'92	33	.. War Loan (tax free) bonds, 1863.....	900,900	6	" 1866
.. Bonds (new), '66-'72 and '73		2,512,700	8	Jan. & July.	'86-'93	30	.. War Loan bonds, 1864.....	593,400	6	" 1902
.. Bonds (new), 1874		341,000	7	"	1894					
.. R. R. Loans (\$2,300,000) & endorsements		15,051,000	8	"	" 1901					
Arkansas—(\$12,733,086):										
.. Bonds (Funding), 1869 and 1870		3,050,000	6	Jan. & July.	1899	35	.. Bounty Loan bonds, coupon.....	1,057,000	7	" 1877
.. Lev. & bonds (warrants), 1871		1,480,000	7	"	1900		.. Bounty Loan bonds, registered.....	11,855,000	7	" 1877
.. Deficiency Bonds, 1872		300,000	7	"	1882		.. State (Deficiency) Stock, '38, part at will.....	1,809,607	5	J. A. J. & O.
.. Bonds (for \$2,50,000), 1875		5,800,000	7	"	1895		.. State (Deficiency) Stock, 1838 "	889,781	6	" 1878
.. Railroad Aid bonds, 1869 and 1870			7	April & Oct.	1900	10	.. Canal Stock (old).....	473,000	6	June & Dec.
California—(\$3,896,500):							.. Canal Stock (old).....	880,003	6	" 1877
.. Civil (S. F.) bonds, 1857 and 1860		258,000	7	Jan. & July.	'77-'80	115	.. Canal Stock, 1872.....	1,562,900	6	Jan. & July.
.. Relief Fund bonds, 1863		95,500	7	"	1888		.. Canal Stock, 1873.....	847,500	6	" 1883
.. State Capitol bonds, 1870 to 1872		500,000	7	"	1885		.. Canal Stock, 1873.....	4,302,600	6	" 1891
.. Funding b. mds, 1873		2,801,000	6	"	1893		.. Canal Stock, 1874.....	2,000,000	6	April & Oct.
Connecticut—(\$6,014,000):										
.. War Loan bonds (10-20 yrs), 1861		508,900	6	Jan. & July.	1881	106	.. Railroad and Improvement (old) bonds.....	4,738,800	6	Jan. & July.
.. War Loan bonds (20 yrs), 1863 and '64		2,195,500	6	"	'83-'84		.. Railroad and Improvement (old) bonds.....	3,639,400	6	April & Oct.
.. War Loan bonds (10-30 yrs), 1864		568,500	6	April & Oct.	1894		.. Railroad and Improvement (new) bonds.....	2,383,000	6	Jan. & July.
.. War Loan bonds (20 yrs), tax free, 1865		1,741,100	6	"	1885		.. Funding (new) bonds, 1866.....	1,695,000	6	April & Oct.
Delaware—(\$1,931,000):							.. Funding (new) bonds, 1868.....	2,417,400	6	Jan. & July.
.. State bonds to railroads, etc.		1,231,000	6	Jan. & July.	1885		.. Special Tax bonds.....	1,711,400	6	April & Oct.
District of Columbia—(\$1,270,000):								11,407,000	6	" 1909
.. Improvement (gold) bonds, 1872		4,000,000	6	Jan. & July.	1892					
.. Improvement (cur.) bonds, 1873		790,000	7	"	1893					
.. Funding bonds, 1874, (guar. by U. S.)		10,594,550	3.63	Feb. & Aug.	1924	674				
Florida—(\$5,451,707):										
.. State bonds, 1871		350,000	7	Jan. & July.	1891		.. Loan (sinking fund), 1850.....	1,473,115	6	Jan. & July.
.. Consolidated (gold) bonds of 1873		509,200	6	"	1903		.. Loan (sinking fund), 1860.....	4,072,640	6	" 1881
.. Loan (J. P. & M. R. R.) gold bonds, 1870		4,000,000	8	"	1890		.. Loan (sinking fund), 1856.....	2,400,000	6	" 1880
Georgia—(\$19,823,900):										
.. Bonds to Atlantic and Gulf R. R.		1,000,000	6	Feb. & Aug.	'78-'86	92	.. Bounty and Relief bonds.....	46,027	7	" 1874
.. Bonds, act March 12, 1866		3,600,00	7	Jan. & July.	1888		.. Willamette Canal and Lock bonds, 1870	200,000	7	" 1890
.. Bonds (gold), act Sept. 1870		2,098,000	7	J. A. J. & O.	1890	99				
.. Bonds (gold), act Oct. 1870		1,880,000	7	April & Oct.	1890	94				
.. Bonds (funding), 1873		1,200,000	8	"	'78-'86					
.. Bonds to Brunswick & Albany R. R., '70		1,500,00	7	June & Dec.	1890					
.. Railroad aid bonds (endorsed), 1870 & '71		7,545,900	var	Various.	'90-'91	99				
Illinois—(\$1,689,045):										
.. Interest bonds, 1847.....		940	6	Jan. & July.	1878		.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.
.. Refunded Stock bonds, 1859		320,000	6	"	1884	1034	.. War Loan bonds of 1863 and 1864.....	1,619,000	6	" 1884
.. Chicago Bell Telephone, 1871		250,000	6	May & Nov.	1881					
Indiana—(\$910,000):										
.. Temporary Loan bonds, 1873		910,000	7	April & Oct.	1876					
Iowa—(\$453,000):										
.. War and Defense bonds, 1861		300,000	7	Jan. & July.	1881					
Kansas—(\$1,336,175):										
.. Funding & bonds, 1863 to 1864		101,175	6	Jan. & July.	'83-'84					
.. Bonds (various) 1866 to 1869		889,000	7	"	'76-'99					
.. Military loan bonds, 1864 to 1869		346,000	7	"	'84-'99					
Louisiana—(\$21,049,100):										
.. Treasury Relief bonds, 1853		785,000	6	Jan. & July.	1893	38	.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.
.. Levee bonds, 1866		1,000,000	8	Various.	1886	25	.. War Loan bonds of 1863 and 1864.....	1,619,000	6	" 1884
.. Levee bonds, 1867		3,992,000	5	May & Nov.	1907	36				
.. Levee bonds, 1870		2,966,000	5	Mar. & Sept.	1875	39				
.. Funding (coupon) bonds, 1866		722,100	6	Jan. & July.	'86-'88					
.. Funded (floating debt) bonds, 1870		2,821,000	6	May & Nov.	1910	374				
.. Penitentiary bonds, 1869		497,000	7	Mar. & Sept.	1909	374				
.. Miss. & Mex. Gulf Ship Canal bonds, '69		389,000	7.8	"	1899					
.. Railroad Aid (various) bonds		2,335,000	6	Various.	'72-'96					
.. Railroad Loan (var.) bonds, 1869 to 1871		4,750,000	8	Various.	'99-11	10				
.. Consolidated Funding bonds, 1874.....		951,554	7	Jan. & July.	1914	374				
Maryland—(\$11,056,019):										
.. Bonds to R. R. and Canals		5,604,129	5	J. A. J. & O.	1890	80				
.. Bonds to R. R. and Canals		889,836	6	"	1890	100				
.. Defense and Bounty bonds 1864 to 1868		2,333,583	6	Jan. & July.	1883	111				
.. State Loan bonds, 1870 and 1874		998,471	6	"	'85-'89					
.. Mine—(\$7,058,400):										
.. Civil (var.) bonds, 1857 to 1861		171,000	6	Various.	'75-'78	104	.. War Loan bonds, 1862.....	312,000	6	June & Dec.
.. War and Bounty bonds, 1863 and 1864		3,832,500	6	Various.	'80-'89		.. Funding Bonds, 1866 to 1871.....	28,580,000	6	Jan. & July.
.. Equalization (Municipal) bonds 1865		3,083,900	6	April & Oct.	1889		.. Funding bonds, 1868 and 1869.....	7,141,000	6	" 1914

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	Price
Adirondack:												
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	Blue Ridge, (S. Car.):	\$ 4,000,000	7*	Jan. & July.	Charleston.	1898
Alabama and Chattanooga:							1st Mort., guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1898
1st Mortgage, guar. by Ala. ....	5,200,000	8*	Jan. & July.	New York.	1889	....	Boston and Albany:	4,790,000	7	Feb. and Aug.	Boston.	'91-'9
2d Mortgage.....	2,673,000	8	"	"	1889	....	Currency bonds of Feb. 1, 1872.	400,000	6	Jan. & July.	Boston.	1884
Receiver's Bonds.....	1,200,000	7	.....	"	....	....	Boston, Clinton and Fitchburg:	248,000	7	"	"	1889
Alabama and Georgia:							1st Mortgage (Agricultural Br.) ..	252,000	7	"	"	1890
1st Mortgage, guar. by Ala. & Ga. ....	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Equalization) ..	350,000	8	Apr. and Oct.	"	1881
Alabama Central:							Equipment Mortgage.....	543,000	6	Jan. and July.	Boston.	1889
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:	965,000	7	Apr. and Oct.	Boston.	1893
Albany and Susquehanna:							Sinking Fund Mortgage.....	344,500	6	"	"	1893
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	11 1/4	Consol. Mortgage for \$2,000,000.	273,000	7	Mar. and Sept.	Boston.	1884
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	10 1/2	1st Mortgage (old).....	15,000,000	7	Jan. and July.	New York.	1900
3d Mortgage.....	434,000	7	May & Nov.	"	1881	100	1st Mortgage (Berdell).....	5,000,000	7	"	"	1900
Albany Loan.....	933,000	6	"	"	1895	....	Mass. L (ass'd by \$4,000,000 Ber.)	3,600,000	7*	"	"	1899
Alexandria and Fredericksburg:							Boston and Lowell:	200,000	6	Apr. and Oct.	Boston.	1879
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1890	....	Bonds (Wharf Purchase).....	999,200	7	"	"	1892
Allegheny Valley:							Bonds of 1872 for \$1,000,000 ..	2,350,000	7*	"	"	102
General Mortgage.....	3,967,000	7-3	Jan. & July.	New York.	1896	94	Boston and Maine:	3,600,000	7	Jan. and July.	Boston.	1894
Special Mortgage to Penn.	3,500,000	5	January.	Harrisburg.	1891	....	Bonds of 1893 (comp. and reg.) ..	500,000	7	Feb. and Aug.	New York.	1895
1st M. E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	84	Boston and Providence:	273,000	7	Jan. and July.	Boston.	1893
Funding Income Bonds (guar.)	5,000,000	7*	.....		1894	50	Bonds to purchase P. W. & B. Rd.	5,000,000	7	Jan. and July.	Boston.	108
American Central:							Brunswick and Albany:	3,630,000	6*	Apr. and Oct.	New York.	1908
1st Mort., guar. by C. B. & Q.	645,000	8	Jan. & July.	New York.	1878	104	1st Mort. (gold) end. by Ga. tax fr.	2,350,000	7*	"	"	1893
Androscoggin:							2d Mort., sinking fund gold.....	580,000	7	Jan. & July.	New York.	1896
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Buffalo, Bradford and Pittsburg:	580,000	7	Jan. & July.	New York.	1886
Arkansas Central (narrow gauge):							Buffalo, Corry and Pittsburg:	700,000	7	Jan. and July.	New York.	1886
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....	Buffalo and Erie:	200,000	6	Apr. and Oct.	Boston.	1879
Ashtabula, Youngstown & Pitts.:							Bonds (Wharf Purchase).....	999,200	7	"	"	1892
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Bonds of 1872 for \$1,000,000 ..	3,600,000	7*	"	"	102
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Boston and Maine:	3,600,000	7	Jan. and July.	Boston.	1894
Atchison and Nebraska:							Bonds of 1893 (comp. and reg.) ..	500,000	7	Feb. and Aug.	New York.	1895
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Boston and New York Air Line:	2,296,000	6*	Jan. & July.	New York.	1896
Atchison, Topeka and Santa Fe:							1st mortgage.....	2,296,000	7	June & Dec.	New York.	1877
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	69	Buffalo and Erie:	2,000,000	7	Jan. and July.	New York.	1882
Land Grant Mortgage (gold)....	3,376,500	7*	April & Oct.	Boston.	1900	66	Mort. bonds (ass'd by LS&MS) ..	200,000	7	Jan. and July.	New York.	1886
1st Mort. (Wichita Branch)....	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds ( " " ) ..	300,000	7	March & Sept.	"	102
Consol. Second Mort. (gold)....	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....	Mort. bonds ( " " ) ..	3,000,000	7	Apr. and Oct.	"	1898
Income bonds.....	476,000	12	Jan. & July.	Boston.	....	93	Buffalo and Jamestown:	1,000,000	6*	.....	New York.	1902
Atlanta and Richmond Air Line:							Buffalo, New York and Erie:	2,296,000	7	Jan. & July.	New York.	1896
1st Mortgage (guar. by Georgia)....	4,243,000	8	Jan. & July.	New York.	1900	50	1st Mortgage (assumed by Erie) ..	2,000,000	7	June & Dec.	New York.	1877
Atlantic and Great Western:							Buffalo, New York & Phila.:	2,296,000	6*	Jan. & July.	New York.	1896
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	2d Mortgage.....	281,500	10	"	"	1893
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	Burlington, Cedar Rapids & Minn.:	1,800,000	8	May & Nov.	N. Y. & Lond.	1919
3d Mortgage (gold) Income.....	25,783,000	7*	May & Nov.	"	1902	....	1st Mortgage, stg., skg. fund ..	5,400,000	7*	Feb. and Aug.	"	1902
Atlantic and Gulf:							1st Mort., (gold) Mil. Div. ....	2,200,000	7*	"	"	17
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	Burlington and Missouri River:	4,661,050	7	April & Oct.	N. Y. & Bost.	1893
1st Mortgage (S. Ga. & Fla. R.R.)	484,000	7	May & Nov.	"	1888	....	Land and R. R. Mortgage.....	375,000	8	Jan. & July.	Boston.	1878
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Stock Bonds pref. 3d lien .....	308,500	8	April & Oct.	N. Y. & Bost.	1879
Atlantic and Lake Erie:							Stock (common) Bonds.....	318,500	8	Jan. & July.	"	106
1st Mort. (gold) for \$5,000,000....	.....	7*	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	413,500	8	"	"	1894
Atlantic, Miss. and Ohio (428 m.):							Burlington and Mo. Riv. in Neb.:	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	1st Mortgage convertible.....	600,000	8	"	"	1893
2d Mort. to State (not int. till '80) .....	4,000,000	.....	....				Bonds convertible until 1892 .....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894
Atlantic and Pacific:							Burlington and Southwestern:	1,800,000	8	May & Nov.	Boston.	1891
Land Mortgage gold bonds ....	2,829,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage (\$20,00 per mile) .....	2,296,000	7*	Jan. & July.	New York.	1896
2d Mortgage for \$3,000,000 (gold) .....	2,015,000	6*	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas):	1,800,000	8	May & Nov.	Boston.	1891
1st Mort. (No. Pac. R. R.) assumed	7,188,500	6*	Jan. & July.	"	1888	80	1st Mort. (R. R. and lands) S. F. ....	8,000,000	7*	Jan. & July.	New York.	1891
1st Mort. (Central Div.)....	1,190,000	6*	May & Nov.	"	1891	....	Cairo and St. Louis (3 ft. gauge):	2,500,000	7	April & Oct.	New York.	1901
1st Mort. (Central Div.) L. G. ....	794,000	6*	.....	"	1891	....	1st Mortgage.....	2,250,000	7*	Jan. & July.	New York.	1889
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Exten-ior, or 2d Mortgage .....	3,500,000	7*	"	"	1889
Income Bonds (not funding)....	529,600	6*	"	"	1883	....	2d Income, or double track b'ds .....	1,000,000	10*	....	....	....
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	....	Camden and Amboy:	1,600,000	6*	....	....	....
Atlantic and St. Lawrence:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	"	1878	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	Sterling Loan, S. F. (\$262,000) .....	1,286,080	6*	Feb. & Aug.	London.	1880
Portland City Bonds, 1st M., s. f. ....	787,000	6	"	"	1891	....	Camden and Atlantic:	490,000	7*	Jan. & July.	Philadelphia.	1893
Bald Eagle Valley:							1st Mortgage.....	500,000	7	Apr. & Oct.	"	105
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	2d Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1879
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Burlington County:	350,000	6	Feb. & Aug.	Philadelphia.	1897
Baltimore and Ohio:							Consolidated 1st Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1894
Loan of 1850-'80.....	578,500	6	Jan. & July.	Baltimore.	1880	....	Canada Southern:	9,000,000	7*	Jan. & July.	New York.	1896
Loan of 1852-'55.....	1,710,000	6	April & Oct.	"	1885	....	1st Mort. (skg fd) for \$9,000,000 .....	9,000,000	7*	Jan. & July.	"	1891
Loan of 1855-'90 (Bal.) skg fd. ....	3,352,247	6	Jan. & July.	"	1890	....	Cape Girardeau and State Line:	1,000,000	7	Jan. & July.	"	1891
Loan of 1870-'95 (stg.) skg fund. ....	3,525,456	6*	March & Sept.	"	1896	....	Cape May and Millville:	1,000,000	7	Jan. & July.	"	1891
Loan of 1872-'92 (stg.) S. F. ....	9,374,112	6*	"	"	1892	....	2d Mort., guar. by W. Jersey R.R. ....	400,000	7	April & Oct.	Camden.	....
Loan of 1874-1910 (stg.) S. F. ....	2,650,000	6*	May & Nov.	"	1910	....	Carbondale and Shawneetown:	200,000	7*	Jan. & July.	Philadelphia.	1902
3d Mort. (N. W. Va. R.R.) ass'd .....	110,000	6	Jan. & July.	Baltimore.	1885	....	1st Mortgage.....	200,000	7*	Jan. & July.	Philadelphia.	1897
Baltimore and Potomac:							2d Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d Mortgage - Income Bonds .....	3,000,000	7	Jan. & July.	New York.	1914
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	Boston.	1899	....	Carthage and Burlington:	800,000	7*	Juns and Dec.	New York.	1901
Bangor and Piscataquis:							1st Mort. ....	800,000	7	Jan. & July.	New York.	1879
1st Mortgage (Bangor loan) ....	600,000	6	April & Oct.	Philadelphia.	1883	....	1st Mortgage.....	230,500	7	Feb. & Aug.	Philadelphia.	1882
1st Mort. (Bangor loan) extens'n .....	120,000	7	"	"	1901	....	1st Mortgage (new) .....	1,300,000	7	"	"	1900
Bay City and East Saginaw:							1st Mortgage, gold .....	250,000	7	Feb. & Aug.	New York.	1890
1st Mort., guar. by F & P. Mrq. Co. ....	100,000	10	Jan. & July.	Detroit.	1886	....	Cedar Falls and Minnesota:	180,000	7	"	"	1888
Bedford and Bridgeport:	</											

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Cedar Rapids & Mo. Riv. (C&NW): 1st Mortgage, 1st Div. \$10,000 p.m. 1st Mortgage 2d Div. \$10,000 p.m. 1st Mortgage 3d Div. \$16,000 p.m.	700,000 582,900 2,400,000	7 7 7	Feb. & Aug. " " " May & Nov.	New York " " New York	1891 1894 1916	.... .... 93 <sup>1/2</sup>	Chicago, Iowa and Nebraska: 2d Mort. (now 1st) guar. C&NW 2d Mort. (now 2d) guar. C&NW	568,200 211,500	7 7	Jan. & July. Feb & Aug.	Boston. New York.	1880 1892	.... ....
Central Branch Union Pacific: 1st Mort. (Atch. & Pike's Peak). 2d Mortgage Govern't subsidy.	1,600,000 1,600,000	6* 6	May & Nov. Jan. & July.	New York " "	1895 1895	.... ....	Chicago and Milwaukee Railway: 1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	100 <sup>1/2</sup>
Central of Georgia: General Mort. for \$5,000,000.... Macon & West (Atlanta D.) b'ds	2,287,000 150,000	7 7	Jan. & July. April & Oct.	N.Y. & Savan. Savannah.	1893 1890	.... ....	Chicago and Mich. Lake Shore: 1st Mortgage.....	477,000 2,500,000 1,350,000	8 7 8	March & Sept. Jan. & July. May & Nov.	Boston. " " " "	1889 1890 1891	.... .... ....
Central of Iowa: 1st Mortgage, gold, \$16,000 p.m. 2d Mortgage, gold, \$4,000 p.m.	3,700,000 925,000	7* 7*	Jan. & July. April & Oct.	New York " "	1899 1901	.... ....	Chicago, Milwaukee and St. Paul: 1st Mort. (Mil. and St. Paul R'y). 2d Mort. ( " " )	5,748,000 1,191,000	7 7	Jan. & July. April & Oct.	New York. " "	1893 1884	.... 90
Central of L. I. (Flush, N.C. & C.): 1st Mortgage.....	1,275,000	7	May & Nov.	New York	1899	....	1st Mort. (Chic. and Mil. Div.). 1st Mort. (East. Div. Palmer).	2,500,000 781,500	7 7	Jan. & July. May & Nov.	" " " "	1874 1897	87 <sup>1/2</sup>
Central of New Jersey: Convertible bonds of 1872.... 1st Mort. (New York for \$5,000,000.... Newark Branch Bonds.	4,770,000 5,000,000 600,000	7 7 7	May & Nov. Feb. & Aug. Jan. & July.	New York " " " "	1902 1890 1887	106 113 <sup>1/2</sup> ....	1st Mort. (Iowa and Minn. Div.). 1st Mort. (Minnesota Central). 1st Mort. (St. Paul Division). 1st Mort. (Iowa and Dak. Div.). 1st Mort. (Prairie du Chien Div.). 2d Mort. ( " " )	3,810,000 190,000 4,000,000 1,005,000 3,674,000 1,315,000	7 7 7 7 8 7.5	Jan. & July. " " " " " " Feb. & Aug. Jan. & July.	New York. " " " " " " " " " "	1894 1894 1902 1899 1898 1893	.... .... 10 <sup>1/2</sup> 83 113 93
Central Ohio (B. and O.): 1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore	1890	99 <sup>1/2</sup>	1st Mort. (Hast. and Dak. Div.). 1st Mort. (Mil. and Western). Real Estate Purchase.....	234,000 148,500	7 7	Jan. & July. " "	" "	1891 1883	.... ....
Central Pacific: 1st Mort., 30 years bonds, (gold). Convertible bonds of 1872.... State Aid B'ds (Int. by Stategold). 2d Mort. (Governor's Subsidy).	25,781,000 1,453,000 1,500,000 25,835,000	6* 7* 7* 6	Jan. & July. " " " " " "	New York " " Sacramento	'95-'99 1883 1884	107 162 <sup>1/2</sup> 112 <sup>1/2</sup>	Equipment and Bridge Bonds..... Consol. Mort. for \$35,000,000....	245,000 1,039,000	10 7	June & Dec. Jan. & July.	" "	1904	81 <sup>1/2</sup>
Central Vermont: 1st Mort., Consol. (Vt. Central). 2d Mort., Consol. ( " " ). 1st Mort. (Stan., Sheff. and Ch.). Income and Extension Bonds.	3,000,000 1,509,000 503,000 1,008,000	7 7 7 8	May & Nov. June & Dec. Jan. & July. May & Nov.	Boston " " " " " "	1886 1891 1887 1902	21 <sup>1/2</sup> 44 55 54	Preferred sinking fund (193 m.). General 1st Mortgage (193 m.). Funded coupons (193 m.). Appleton Ext. (23 m. & 76,000 a.). Green Bay Ext. (26 m. & 76,000 a.). 1st Mort. (Gal. & Chi. U.). 248 m.	1,238,700 3,578,000 740,300 146,000 265,000 1,692,000	7 7 7 7 7 7	Feb. & Aug. " " " " " " " " " "	New York.	1885 1885 1883 1885 1885 1882	10 <sup>1/2</sup> 10 <sup>1/2</sup> 10 <sup>1/2</sup> 10 <sup>1/2</sup> 10 <sup>1/2</sup> 10 <sup>1/2</sup>
Charleston and Savannah: 1st Mortgage guar. by State.... Funded Interest on 1st Mort.	505,000 157,400	6 7	March & Sept. " "	Charleston	1877 1889	.... ....	Mississippi River Bridge..... 1st Mortgage (Peninsula). Consol. skg fund (C. & N.W.R'y).	122,000 328,000 4,277,000	6 7 7	Jan. & July. March & Sept. F. M. A. & N.	" " " " " "	1878 1884 1915	.... .... 98 <sup>1/2</sup>
Charlotte, Columbia & Augusta: 1st Mortgage.....	2,000,000	7	Jan. & July.	New York	1895	....	Chicago and Northwestern: Preferred sinking fund (193 m.). General 1st Mortgage (193 m.). Funded coupons (193 m.). Appleton Ext. (23 m. & 76,000 a.). Green Bay Ext. (26 m. & 76,000 a.). 1st Mort. (Gal. & Chi. U.). 248 m.	1,238,700 3,578,000 740,300 146,000 265,000 1,692,000	7 7 7 7 7 7	Feb. & Aug. " " " " " " " " " "	New York.	1885 1885 1883 1885 1885 1882	10 <sup>1/2</sup> 10 <sup>1/2</sup> 10 <sup>1/2</sup> 10 <sup>1/2</sup> 10 <sup>1/2</sup> 10 <sup>1/2</sup>
Charterers: 1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia	1901	....	Elgin and State Line..... Mississippi River Bridge..... 1st Mortgage (Peninsula). Consol. skg fund (C. & N.W.R'y).	122,000 186,000 328,000 4,277,000	6 7 7 7	Jan. & July. " " " " " "	" " " " " " " "	1878 1884 1915 1903	.... .... .... ....
Cheraw and Darlington: 1st Mortgage dated Jan. 1, 1871. 2d Mortgage dated Jan. 1, 1889.	141,000 75,000	8 7	April & Oct. Jan. & July.	Charleston	1888 1888	.... ....	Chicago and Paducah (C. B. & Q.): 1st Mortgage \$26,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston.	1903	....
Cherry Valley, Sharon and Alb.: 1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York	1899	....	1st Mortgage for \$10,000 per mile.	700,000	8	Feb. & Aug.	New York.	1901	....
Chesapeake and Ohio: 1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York	1899	31	Chicago, Rock Island and Pacific: 1st Mortgage skg fund.....	9,000,000	7	Jan. & July.	New York.	1896	110 <sup>1/2</sup>
1st Mort. Extension (cou. or reg)	4,758,000	7*	Jan. & July.	" "	1202	....	1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	1st Mort. gold (Atchison Br.).	1,000,000	7*	June & Dec.	" "	1901	....
3d Mort. ( " " ) coupon....	918,000	6	" "	" "	1884	....	1st Mort. gold, skg fd for \$410,000	....	7*	Jan. & July.	New York.	1902	....
Income ( " " ) coupon....	300,000	8	" "	" "	1876	....	Chicago and Superior: 1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....	1st Mortgage (gold) for \$6,000,000	....	7*	Jan. & July.	" "	1902	....
Cheshire: Coupon bonds (no Mort.)....	773,800	6	Jan. & July.	Boston	1877-80	98 <sup>1/2</sup>	Chillicothe and Brunswick: 1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Chester Creek (Phil. & Balt. Cent.): 1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....	Cincinnati, and Baltimore: 1st Mort. guar. by B. & O. & M. C.	322,000	7	Jan. & July.	Baltimore.	1900	101
Chester and Tamaqua: 1st Mortgage.....	660,000	7*	May & Nov.	New York	1901	....	1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
Chicago and Alton: 1st Mortgage, pref. sinking fund.	77,000	7	May & Nov.	New York	1877	100	2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
1st Mortgage.....	2,382,000	7	Jan. & July.	" "	1873	115	3d Mortgage of 1867.....	500,000	8	June & Dec.	" "	1877	....
2d Mortgage Income.....	1,037,000	7	April & Oct.	" "	1883	107	Cincinnati, Ham. & Ind. (C. H. & D.): 1st Mort., guar. for \$2,500,000.	1,846,000	7	Jan. and July.	New York.	1903	....
Conol. Bonds (£200 sig. each).	2,919,900	6*	Jan. & July.	London	1903	....	Cincinnati, Lafayette and Chi.: 1st Mortgage.....	1,121,000	7*	March & Sept.	New York.	1901	83 <sup>1/2</sup>
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York	1894	99	Consolidated Mortgage.....	471,000	7*	June & Dec.	New York.	1914	....
2d Mort. ( " " )	188,000	7	Jan. & July.	" "	1898	104	Cincinnati and Martinsville: 1st Mort., guar. by L. C. & Ia. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.).	4,300,000	7	Feb. & Aug.	" "	1900	91	Cincinnati and Muskingum Valley: 1st Mortgage.....	1,600,000	7	Jan. and July.	New York.	1901	....
Chicago, Burlington and Quincy: Trust Mortgage skg fund.....	2,589,000	8	Jan. & July.	New York	1883	116 <sup>1/2</sup>	1st Mort. (San. Day. & Cin.) S. F.: 1st Mort. (Col. Spring. & Cinc.)	1,072,300	7	June & Dec.	New York.	1890	70
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mort. (San. Day. & Cin.) S. F.: 1st Mort. (Col. Spring. & Cinc.)	988,000	6	Feb. & Aug.	Boston.	1900	....
Trust Mortgage (Burl. to Peoria): Loan of 1872.....	680,000 3,648,675	7	April & Oct.	" "	1890	....	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	350,000 1,000,000	7	March & Sept.	" "	877	....
Bond of 1875, Sinking Fund.....	462,000	6	June & Dec.	Boston	1896	106 <sup>1/2</sup>	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	1,000,000	7	Jan. and July.	New York.	1901	....
Consol. Mortgage for \$30,000,000.	10,330,500	7	" "	" "	1895	108	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	2,000,000	7*	April & Oct.	New York.	1901	....
1st Mort. (Am. Cen. R.R.) guar.	654,000	8	" "	" "	1878	104	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	588,255	7	Jan. and July.	" "	1902	....
1st Mort. (Car. and Burl.) guar.	503,500	5	May & Nov.	" "	1879	103	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	1,350,000	7*	Jan. and July.	New York.	1891	....
1st Mort. (Dix. Peo. & Hangar):	753,000	7	Jan. & July.	" "	1889	101	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	648,500	7	Feb. & Aug.	New York.	1893	....
1st Mort. (Ill. Gr. Trunk) guar.	933,000	8	April & Oct.	Boston	1890	104	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	648,500	7	March & Sept.	" "	1893	....
1st Mort. (Keok. & St. Paul) guar.	864,500	8	" "	" "	1879	101 <sup>1/2</sup>	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	500,000	7	Jan. and July.	" "	1893	....
1st Mort. (O. & Fox Rv.) guar.	1,131,000	7	Jan. & July.	N.Y. & Bost.	1900	....	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Peo. and Han.) guar.	571,000	8	" "	" "	1878	....	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	2,000,000	7*	Jan. and July.	New York.	1891	....
1st Mort. (Quincy & War.) guar.	756,000	8	" "	" "	1890	105 <sup>1/2</sup>	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	588,255	7	Jan. and July.	" "	1902	....
2d Mort. (Northern Cross) gold.	941,000	4 <sup>1/2</sup>	" "	Frankfort	1890	....	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	1,350,000	7*	Jan. and July.	" "	1902	....
Chicago and Canada Southern: 1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York	1902	....	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	2,000,000	7*	Jan. and July.	New York.	1891	....
Chicago, Cincinnati and Louisv.:	1,000,000	7	Jan. & July.	New York	1887	....	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	3,000,000	7	May & Nov.	New York.	1893	106
Chicago, Clinton and Dubuque: 1st Mort. guar. C. B. and Q. ....	1,500,000	8	June & Dec.	Boston	1896	....	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	243,000	7	June & Dec.	" "	1893	....
Chicago, Danville and Vincent's:	1,500,000	8	June & Dec.	Boston	1896	....	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	448,000	7	Jan. and July.	" "	1893	....
1st Mortgage (Ill. Div.) gold....	2,500,000	7*	Apr. and Oct.	New York	1909	....	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	1,000,000	7	June and Dec.	N.Y. or Lond.	191	98 <sup>1/2</sup>
1st Mortgage (Ind. Div.) gold....	825,000	7*	" "	" "	1912	....	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	740,500	7	Feb. and Aug.	New York.	1893	....
Chicago, Dubuque and Minn.:	4,425,000	8	June & Dec.	Boston	1896	25	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	654,500	7	March & Sept.	" "	1893	....
Chicago and Iowa:	2,200,000	8	Jan. & July.	N.Y. & Bost.	1901	92 <sup>1/2</sup>	1st Mort. (Niles & New Lisbon): 1st Mort. (Mt. Vernon and Delaware):	500,000	7	Jan. and July.	" "	1902	....
1st Mortgage for \$2,200,000....	2,200,000	8	Jan. & July.	N.Y. & Bost.	190								

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Florida:						Huntingdon and Broad Top Mt.:					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890
Flushing, North Side and Central:						2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York	1901	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895
1st Mort. (Central of L. L.)	1,275,000	7	"	"	1889						55
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	"	1903	Redemption bonds, currency.....	2,500,000	8	April & Oct.	New York.	1890
1st Mort. (North Shore).....	125,000	7	Web. & Aug.	"	1887	General Mortgage for \$15,000,000	500,000	6*	"	London.	1895
Sterling Loan.....	1,500,000	6*				Sterling Bonds, Sinking Fund.....	4,792,000	5*	"	"	1903
Fonda, Johnato'n & Gloversville:						Illinois Central:					
1st Mortgage.....	300,000	7	Jan. & July.	New York	1890	Redemption bonds, currency.....	2,500,000	8	April & Oct.	Boston.	1890
Fort Wayne, Jackson & Saginaw:						1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York	1889	2d Mortgage.....	1,700,000	7*	March & Sept.	New York.	1903
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1891	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	April & Oct.	New York.	1909
Fort Wayne, Muncie & Cia.:						1st Mortgage gold.....	5,000,000	7*	Jan. & July.	"	1912
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	1st Mortgage Extension gold.....	2,010,000	8	"	"	1890
2d Mortgage.....	500,000	8	"	"	1893	2d Mortgage.....	1,500,000	8	"	"	10
Framingham and Lowell:						Indianapolis and Madison:					
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881
2d Mortgage.....	150,000	8	"	"	1883	1st Mortgage & Vincennes:	1,700,000	7	Feb. & Aug.	New York.	1908
Frederick and Pennsylvania Line:						1st Mortgage guar. by Pa. Co. ....	1,450,000	6	May & Nov.	"	1900
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	2d Mortgage guar. by Pa. Co. ....					
Fremont, Elkhorn & Mo. (SC&P):						International and Gt. Northern:					
1st Mortgage.....	690,000	7	April & Oct.	.....	1891	1st Mortgage s.l. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911
Galena & Chic. Union (C. & N. W.):						Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York	1882	1st Mortgage (Hou. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900
2d Mortgage.....	43,000	7	May & Nov.	"	Convertible B'ds.....	1,077,000	8	Feb. & Aug.	"	1892	
Galt, Harrisburg & San Antonio:						Indianapolis, Cin. and Lafayette:					
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897
Galveston, Houston & Henderson:						1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York	1890	Funded Interest Bonds, coupon.....	469,100	7	March & Sept.	"	78-88
Geneva, Ithaca and Athens:						Equipment Bonds, registered.....	375,000	10	"	"	80
1st Mortgage, skg. fd, guar. ....	600,000	7*	Jan. and July.	New York	1890	1st Mort. (Ind. Polis & Cun.) 1858.	1,600,000	7	April & Oct.	"	1888
Georgia (and Banking):						1st Mort. (Ind. Cin. & Indiana).....	49,000	7	June & Dec.	"	1892
Company bonds (debentures).....	564,500	7	Jan. & July.	Augusta	75-'90	2d Mort. (Ind. Cin. & Indiana).....	1,497,000	7	Jan. & July.	"	77-82
Gilman, Clinton & Springfield:						Indianapolis and St. Louis:					
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	
Goshen and Deckertown (Erie):						1st Mortgage.....	1,000,000	7	April & Oct.	"	1919
1st Mortgage.....	246,500	7	Jan. & July.	New York	1888	2d Mortgage.....	378,000	10	Jan. & July.	"	1881
Grand Rapids & Indiana:						Ionian and Lansing (D. L. & L. M.):					
1st Mortgage L. G. guar. gold.....	4,000,000	7*	Jan. & July.	New York	1899	1st Mortgage traffic guar. ....	770,000	8	Jan. & July.	New York.	1890
1st Mort. L. G. not guar. gold.....	3,224,000	7*	April & Oct.	"	2d Mortgage.....	81,000	8	May & Nov.	"	1890	
Grand River Valley (Mich. C.):						1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875
1st Mort., assumed by Lessees.....	1,000,000	8	Jan. & July.	New York	1888	1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890
2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	Jackson, Lansing & Saginaw (MO):						
Grand Trunk (Co.):						1st Mortgage guar. ....	1,317,000	8	Jan. & July.	New York.	1885
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	1st Mort. (Northern Ext.) guar. ....	810,000	8	May & Nov.	"	93
Equipm't Bo. No 2 £500,000	2,500,000	6*	Jan. & July.	"	2d Mortgage.....	158,000	8	March & Sept.	"	1878	
Postal & Military B'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Consolidated Mortgage (236 m.):	1,968,000	8	"	"	1891	
1st Preference B'ds £3,218,149	16,090,45	5*	Jan. & July.	"	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	
2d Preference B'ds £2,327,308	11,639,040	4*	"	"	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	
3d Preference B'ds £7,163,910	35,819,550	4*	"	"	2d Mortgage.....	3,900,000	8	"	"	1899	
Provincial Debentu's £3,111,500	15,557,500	4*	"	"	Jamest' & Frank. (L. S. & M. So.):						
Great Western of Canada:						1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1878	2d Mortgage.....	500,000	7	June & Dec.	"	1894
Mortgage Bonds £347,000.....	2,735,000	5*	April & Oct.	"	1st Mort. (Northern Ext.) guar. ....	204,000	7	Jan. & July.	New York.	1887	
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	2d Mort. (Carb'ndale Section).....	84,000	7	"	"	1889	
Debenture Bonds £1,743,180.....	8,715,800	5	Jan. & July.	"	1st Mort. (Carb'ndale Section).....	2,000,000	7	Jan. & July.	New York.	1906	
Great Western Rail'way of 1859:					1st Mort. (Ind. & M. & G.):						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York	1888	1st Mortgage consol. ....	2,474,000	7	April & Oct.	New York.	1906
2d Mort. ....	2,500,000	7	May & Nov.	"	2d Mortgage consol. ....	2,000,000	7	Jan. & July.	"	1910	
Green Bay and Minnesota:					1st Mortgage (Ind. & M. & G.):	397,000	7	May & Nov.	"	1881	
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	1900	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	
Greenville and Columbia:					1st Mortgage (Ridgefield Park).....	300,000	7	May & Nov.	"	1912	
1st Mortgage guar. by S. Car. ....	1,423,546	7	Jan. & July.	Columbia	'81-'86	1st Mortgage skg fund guar. ....	336,000	8	Jan. & July.	New York.	1882
1st Mortgage not guaranteed.....	370,765	7	"	"	1st Mortgage, guaranteed.....	500,000	7	June & Dec.	"	1894	
Greenwich and Johnsonville:					Jefferson (Brie):						
1st Mortgage.....	185,000	7	May & Nov.	New York	1889	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887
Gulf, Western Texas and Pacific:					2d Mort. (Hawley Section).....	84,000	7	"	"	1889	
1st Mortgage (Construction).....	1,386,000	7*	Jan. & July.	1902	1st Mort. (Carb'ndale Section).....	2,000,000	7	Jan. & July.	New York.	1910	
Hannibal and Naples (T. W. & W.):					1st Mort. (Ind. & M. & G.):	397,000	7	May & Nov.	"	1881	
1st Mortgage.....	675,000	7	May & Nov.	New York	1st Mortgage consol. ....	2,474,000	7	April & Oct.	New York.	1906	
2d Mortgage.....	125,000	7	Jan. & July.	"	2d Mortgage consol. ....	2,000,000	7	Jan. & July.	"	1910	
Hannibal and Cent. Mo. (T. W. & W.):					1st Mortgage (Ind. & M. & G.):	397,000	7	May & Nov.	"	1881	
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	
2d Mortgage.....	250,000	7	"	"	1st Mortgage (Ridgefield Park).....	300,000	7	May & Nov.	"	1912	
Hannibal and St. Joseph:					1st Mortgage skg fund guar. ....	336,000	8	Jan. & July.	New York.	1882	
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	
Missouri State Loan.....	1,500,000	6	"	"	2d Mortgage.....	300,000	6	April & Oct.	"	1900	
Fifteen years' bonds (277 m.):	3,798,000	8	March & Sept.	"	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	106	
1st Mort. (Q. & Palm. R. 15 m.)	600,000	8	Feb. & Aug.	"	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	100	
1st Mort. (K. City & Cam. RR 55m.)	1,200,000	10	Jan. & July.	"	Junction and Breakwater:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	
Harmar Extension:					1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	"	1890	
1st Mortgage.....	4,000,000	7	Jan. & July.	New York	Kalamazoo, Allegan & Gr. Rapids:						
Harrisburg & Lancaster:					1st Mort. assumed by L. S. & M. S.:	840,000	8	Jan. & July.	New York.	1888	
Hartford, Providence and Fishkill:					1st Mort. assumed by L. S. & M. S.:	1,000,000	8	Jan. & July.	New York.	1887	
1st Mort. (R. I. 26.32 m.) skg fund.....	481,000	7	Jan. & July.	Providence	Kalamazoo and Schoolcraft:						
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	"	Hartford	1st Mort. assumed by L. S. & M. S.:	710,000	8	May & Nov.	New York.	1889	
Holly, Wayne & Monroe (F & P M.):				1876	Kalamazoo, S. & H. Iven (M. Cen.):						
1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York	1st Mortgage guar. by lessees....	70,000	8	"	"		
Holyoke and Westfield:				1901	2d Mortgage.....	887,000	8	May & Nov.	New York.	1889	
1st Mortgage.....	200,000	7	April & Oct.	Boston	Kalamazoo & White Pigeon:						
Housatonic:				1891	1st Mortgage.....	400,000	7	Jan. & July.	New York.	1890	
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	Kalamazoo, Allegan & Gr. Rapids:						
2d Mortg.ize.....	100,000	7	Feb. & Aug.	New York	1st Mort. assumed by L. S. & M. S.:	1,200,000	10	Jan. & July.	New York.	1886	
3d Mortgage of 1,69.....	100,000	6	April & Oct.	Brpt. & Bost.	Kalamazoo, Allegan & Gr. Rapids:						
Equipment Bonds.....	150,000	7	.....	Bridgeport	1st Mort. (St. Jo. & C. & B. 52 m.):	500,000	7	Jan. and July.	N. Y. & Bost.	1880	
Houston and Texas Central:					2d Mort. (St. Jo. & C. & B. 52 m.):	150,000	7	"	"</		

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific :	\$						Louisville, Cincinnati, and Lexington :	\$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	...	Bonds to State of Kentucky ..	74,519	6	Jan. & July.	New York.	Perp.	...
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	...	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	1897	...
1st M. (3d Div. 244.66m. & 3,0,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	...	2d Mortgage for \$1,000,000..	878,000	8	April & Oct.	"	1900	...
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	"71-76	...	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	...
1st Mort. (2,000,000 acres)gold..	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	...	1st Mort. (Louisville & Frankl')	39,000	6	"	"	"73-78	...
2d Mort. " (gold..)	1,500,000	7*	March & Sept.	"	1886	...	1st Mort. (Louis.)	21,000	8	April & Oct.	"	1902	...
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	...	1st Mortgage (Shelby R. R.)...	88,500	8	June & Dec.	"	1881	...
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	"95-'97	...	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	...	1st Mortgage (main line 185 m.)	176,000	7	Jan. & July.	New York.	1876	...
Kent County (Del.)							1st Mortgage (Mem. Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	...
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	...	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	"80-'85	...
Kentucky Central :							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	...
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	...	1st Mort. (Mem. & Clarkv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	...
3d Mortgage.....	237,000	7	June & Dec.	"	1885	...	Louisville Loan.....	6,964,000	7	April & Oct.	"	1898	...
Keokuk and Des Moines :							Louisville Loan (Lebanon Br.)	849,000	6	May & Nov.	"	"86-'87	...
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	...	Louis. Loan (Leb. Exten.)	225,000	6	April & Oct.	Louisville.	1886	...
Funded Interest.....	254,300	8	"	"	1884	...	Louis. N. Al. & St. Lo. Air-Line:	333,000	6	April & Oct.	Louisville.	1893	...
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	...
1st Mortgage traffic guar.	884,000	8	April & Oct.	Boston.	1879	106	Macon and Augusta :						
La Crosse, Trempealeau & Prescott :							1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	...
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	...	1st Mortgage not-endorsed.....	100,000	7	"	"	1887	...
Laf. Blooming & Miss. (T.W & W):	1,300,000	7*	Feb. & Aug.	New York.	1891	62	Construct. Mort. end. by Ga. RR.	370,000	7	"	"	1879	...
Laf. Munice & Bloom. (T.W & W):	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Macon and Brunswick :						
1st Mortgage gold guar.....							1st Mort. endorsed by Ga. ....	1,900,000	7	Jan. & July.	New York.	1887	...
Lake Erie and Louisville :							1st Mort. " .....	600,000	7	May & Nov.	"	1903	...
1st Mortgage .....	1,092,000	7	April & Oct.	New York.	1892	...	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	...
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	...	Equipment Mortgage.....	150,000	7	"	"	1879	...
Lake Ontario Shore :							Madison and Portage :						
1st Mortgage (\$20,000 pr. m.)....	1,433,200	7*	Jan. & July.	New York.	1897	...	1st Mort. guar. by Chi. and Sup.	600,000	76	April & Oct.	New York.	1890	...
Lake Shore & Michigan South'n :							Maine Central :						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	...	Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
Consol. Mort. S. F. Regist'd.....	6,115,000	7	J. A. J. & O.	"	1900	102	1st Mort. \$110,000 Loan, tax free.....	758,900	6	Jan. & July.	"	1898	91
Consol. Mort. S. F. Coupot.....	24	2d Consol. Mort. for \$25,000,000.	8,471,000	7	Jan. & July.	"	Extension (gold) Loan.....	496,500	8	April & Oct.	Belfast & Bost.	1890	...
Bonds of 1892 (Reg. & Coupon).....	3,529,000	7	June & Dec.	"	1903	974	1st Mort. (Belfast & Moosehead) .....	150,000	3*	May & Nov.	"	"0-91	96
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1882	...	1st Mortgage (Portland & Ken.) .....	1,100,000	6	Jan. and July.	Boston.	1880	...
Reg. Mort. (Clev. Pain. & Ash.).....	1,000,000	7	Jan. & July.	"	1890	103	1st Mortgage (Portland & Kennebec).....	217,300	6	April & Oct.	Augusta.	1885	...
3d Mort. ( " " ).....	1,000,000	7	April & Oct.	"	1892	104	2d Mort. (Somerset & Kennebec) .....	1,166,700	6	"	Boston.	1895	...
1st Mort. (Mich. So. & Nor. Ind.).....	5,255,000	7	May & Nov.	"	1885	105	1st Mort. (Leeds & Far.ington) .....	260,000	6	June & Dec.	"	1876	...
2d Mort. ( " " ).....	2,692,000	7	"	"	1877	106	Bath (Androscoggin) Loan.....	633,000	6	Jan. & July.	"	1901	...
1st Mort. (Cleveland & Toledo).....	1,565,000	7	Jan. & July.	"	1885	107	Mansfield & Framing. (B.C. & F.) .....	425,000	6	"	"	1891	...
2d Mort. ( " " ).....	819,000	7	April & Oct.	"	1886	108	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	94
Mort. Bonds (Buffalo and Erie).....	200,000	7	Jan. & July.	"	1882	...	Marietta and Cincinnati :						
Mort. Bonds ( " " ).....	300,000	7	March & Sept.	"	1884	...	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	...
Mort. Bonds ( " " ).....	2,850,000	7	April & Oct.	"	1888	103	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	108
1st M. (Detr.) Monroe & Toledo).....	924,000	7	Feb. & Aug.	"	1876	101	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1898	96
1st M. (Kalam. & White Pigeon).....	400,000	7	Jan. & July.	"	1890	88	3d Mortgage Dollar.....	3,000,000	7	Jan. & July.	"	1900	80
1st M. (School & Three Rivers).....	100,000	8	"	"	1887	...	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	...
1st M. (Kalamaz. & Schoolerraft).....	100,000	8	"	"	1887	...	1st Mort. (Scioto & Hock. Val.) .....	300,000	7	May & Nov.	"	1888	...
1st M. (Kal. Allegan & Gr. Rap.).....	840,000	8	"	"	1858	974	Marietta, Pittsburg & Cleveland :						
1st M. (Jamestown & Franklin).....	460,000	7	"	"	var	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	...	
2d M. ( " " ).....	500,000	7	June & Dec.	"	1894	...	Marquette, Houghton & Ontonagon .....	1,780,000	8	Jun. & Dec.	New York.	1892	...
Lake Shore & Tuscarawas Valley :						1st Mort. (Houghton & Ont.) .....	2,000,000	8	Jan. & July.	"	1892	...	
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	...	Consolidated Mortgage.....	1,454,000	8-10	Various	"	92-93	...
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	...	Massawippi Valley (C. & P. R.):						
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	"		1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
Lake Superior & Mississippi :							Maryland and Delaware :						
1st Mort. skg fund gold tax free.....	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	434	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	...	1st Mortgage.....	150,000	6	June & Dec.	"	1889	...
Income Bonds.....	3,200,000	10	"	"	1902	...	2d Mortgage.....	600,000	10	March & Sept.			
Lawrence (P. Ft. W. & Chi.):							Massillon & Cleve. (C.M. V. & D.) .....	100,000	7*	Jan. & July.	New York.	1890	...
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1896	...	1st Mortgage guaranteed, gold.....	500,000	7*	Jan. & July.	New York.	1890	...
Leavenworth, Atch. & N. West'n:							Mayaville and Lexington :						
1st Mort. guar. by Pac. of Mo. ....	500,000	7	April & Oct.	New York.	1899	...	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Leaven, Lawrence & Galveston :							Memphis and Charleston :						
1st Mort. skg fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	17	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	...
1st Mort. (K. C. & San. Fe.) guar.	720,000	10	May & Nov.	Boston.	1890	...	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	...
1st Mort. (Southern K. Kan.) guar.	160,000	8	June & Dec.	"	1891	...	1st Mort. Tennessee State Loan.....	1,814,142	6	"	"	...	...
Lehigh Valley :							Income Bonds.....	600,000	10	March & Sept.			
1st Mort. (new loan).....	300,000	7	Feb. & Aug.	Philadelphia.	1897	...	Templeton and Little Rock :						
1st Mortgage ( " " reg. ).....	5,000,000	6	June & Dec.	"	1898	105	1st Mortgage (Land Grant) .....	1,300,000	8	May & Nov.	New York.	1890	...
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	110	2d Mortgage.....	1,000,000	8	"	"		
General Mort. for \$40,000,000.....	4,000,000	6*	June & Dec.	"	1923	974	Michigan Central :						
General Mort. registered .....	5,000,000	6*	"	"	1922	994	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	...
Lewisb. Centre & Spruce C. (P. & E.):							1st Mortgage, sinking fund conv. ....	1,617,000	8	"	"	1882	113
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	...	Consol. Mortgage for \$10,000,000 .....	8,000,000	7	May & Nov.	New York.	1902	100
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	100
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1890	...	Equipment Bonds for \$800,000.....	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	102
Little Miami :							Michigan Lake Shore :						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	...	1st Mortgage.....	800,000	8	Jan. & July.	New York.	1880	...
Street Connection Bonds.....	526,000	6	Jan. & July.	Cincinnati.	1894	...	Mich. So. and North' Indiana :						
Cincinnati Loan.....	100,000	6	May & Nov.	"	1890	...	1st Mort. assum'd by L.S. & M.S. ....	5,253,000	7	May & Nov.	New York.	1885	105
Little Rock and Fort Smith :							2d Mort. " .....	2,682,000	7	"	"	1887	104
1st Mortgage gold.....	3,500,000												

## AMERICAN RAILROAD BOND LIST.

Au Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Minneapolis & St. L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack, & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886
1st Mortgage gold, guaranteed..	1st Mortgage	2d Mortgage for \$3,000,000....	2d Mort. for \$8,000,000....	Consol. Mort. for \$8,000,000....	7	Jan. & July.	8	April & Oct.	8	April & Oct.	1890	
Minneapo and North Western:	20,000pm	7*	Jan. & July.	Detroit.	1890	....	3,000,000	7*	Jan. & July.	8	“	1912
1st Mort. gold, skg td & tax free	1,012,500	7	May & Nov.	New York.	1884	....	New Orleans, Mobile and Texas:	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915
Mississippi Cent. (N.O. St. L. & Chi.):	2,000,000	8	Feb. & Aug.	“	1886	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	“	New York.	1915
General Mort. for \$8,000,000 gold	3,704,500	7*	May & Nov.	“	1912	....	2d Mort. endorsed by Louisiana	2,825,000	8	“	“	1915
Mississippi, Ouachita & Red Riv.:	2,040,000	7*	Jan. & July.	....	1900	....	New York, Boston and Montreal:	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903
Mississippi and Tennessee:	600,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000....	4,000,000	6*	May & Nov.	London.	1904
1st Mortgage.	1,254,000	8	Jan. & July.	“	1819	....	New York & Canada (D. & H. C.):	5,936,826	6	May & Nov.	New York.	1883
Consolidated Mortgage.	430,547	8	....	“	....	1st Mort. for £800,000, guar....	1,914,000	7	Feb. & Aug.	“	1876	
Tennessee State Loan.	....	....	....	....	....	Bonds for debts ass'd (N.Y.C.):	74,500	6	May & Nov.	“	1883	
Mississippi Valley and Western:	1st Mortgage \$20,000 p. m. ....	800,000	7	Feb. & Aug.	New York.	1902	Bonds for B. & N. F. sth ( )	592,000	6	“	“	1883
Missouri, Iowa and Nebraska:	2,000,000	7*	June & Dec.	....	....	Bonds for R.R. Stocks ( )	162,000	6	“	“	1883	
Missouri, Kansas and Texas:	1st Mort. (U.Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	Bonds for Real Estate ( )	2,431,000	6	June & Dec.	“	1883
1st Mort. (Teb & Neosho) S. F.	362,000	7*	June & Dec.	“	1903	Bonds of 1884 renewed ( )	1,794,000	7	“	“	1887	
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	“	1904	2d Mort. (Hudson River) S. F. ....	1,950,000	7	April & Oct.	“	1891	
Additional Consol. Mort.	2,500,000	7	“	“	1905	Bonds of 1871, tax free.....	7	Jan. & July.	“	“	1903	
Further Add. Consol. Mort.	600,000	7	“	“	1906	1st Mort. coup. { for \$30,000,000	3,904,000	7	“	“	1903	
Missouri River, Ft. Scott & Gulf:	1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	1st Mort. Sterling for £2,000,000	9,733,333	6*	“	London.	1903
2d Mortgage.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	....	....	....	....	....	
Mobile and Girard:	1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	New York and Harlem:	....	....	....	....	
2d Mortgage.	300,000	8	“	“	1889	Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	
Plane bonds.	33,500	8	“	“	1887	Sinking Fund Mortgage of 1861..	108,899	7	Jan. & July.	“	1881	
Mobile and Montgomery:	1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	Consol. Mort. of 1872, coupou. {	6,822,000	7	May & Nov.	“	1900
2d Mortgage.	800,000	8	“	“	1900	Consol. Mort. of 1872, reg. {	7	“	“	“	111	
Mobile and Ohio:	1st Mortgage Sterling.	5,638,000	6*	May & Nov.	Mob. & Lond.	1883	1st Mortgage.	240,000	7*	April & Oct.	New York.	1902
Interest bonds.	1,524,300	8	“	“	Mobile.	176-83	1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902
Sterling Interest bonds.	769,920	6*	“	“	London.	1883	1st Mort. (Harlem & Portchester)	1,000,000	7	....	New York.	1903
Tennessee Substitution Bonds.	1,638,000	7	Jan. & July.	N.Y. & Lond.	1901	New York and Oswego Midland:	8,000,000	7*	Jan. & July.	New York.	1894	
Special Mort. (Gainesville Br'g)	53,000	8	May & Nov.	Mobile.	....	1st Mortgage gold, tax free....	2,500,000	7	May & Nov.	“	1895	
2d Mortgage.	1,453,858	8	“	“	1877	2d Mortgage convertible....	1,500,000	7	“	“	1896	
Consol. Mort. for \$15,000,000....	977,550	7	Jan. & July.	N.Y. & Lond.	1904	2d Mortgage non-convertible....	3,800,000	7	“	“	....	
Convertible 5 per cent. bonds.	....	8	M. J. S. & D.	New York.	....	3d Mort. Equipment....	2,425,000	7	“	“	....	
Montclair (N. Y. and O. Mid.):	1st Mortgage gold, guar....	1,800,000	7*	March & Sept.	New York.	....	Consolidated Mortgage....	1,200,000	7	“	“	....
1st Mortgage.	70,000	7	“	“	....	New York, Providence & Boston:	....	....	....	....	....	
Income Mortgage.	888,400	7	“	“	....	1st Mortgage....	76,000	6	Feb. & Aug.	New York.	1878	
Montgomery and Erie (Erie):	1st Mortgage.	127,000	7	May & Nov.	New York.	1888	Improvement Bonds....	100,000	7	Jan. & July.	“	1878
2d "	47,000	7	April & Oct.	“	1887	Extension Bonds....	250,000	6	May & Nov.	“	1881	
Montgomery and Eufaula:	1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	....	General Mort. for \$1,000,000....	827,000	7	Jan. & July.	“	1899
1st Mortgage not endorsed....	330,000	8	June and Dec.	“	1900	Norfolk & Petersburg (A. M. & O.):	1st Mortgage....	306,000	8	Jan. & July.	New York.	1877
Monticello and Port Jervis:	500,000	7*	J. A. J. & O.	New York.	1890	1st Mortgage....	157,000	7	“	“	1877	
1st Mortgage gold, tax free....	....	“	“	....	2d Mortgage....	458,000	8	“	“	Norfolk.	1893	
Morris and Essex (D. L. & W.):	1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	North Carolina:	375,000	8	May & Nov.	Co's Shops, NC.	1878
2d Mortgage guar....	2,000,000	7	Feb. & Aug.	“	1919	1st Mortgage....	800,000	7	Jan. & July.	New York.	1895	
Convertible bonds....	384,000	7	Jan. & July.	“	1900	1st Mortgage....	1,930,500	6	Jan. & July.	Philadelphia.	1885	
Construction bonds of 1871....	573,000	7	Feb. and Aug.	“	1889	2d Mortgage....	1,500,000	7	May & Nov.	“	1890	
Gen'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	“	1901	Chattel Mortgage....	360,000	10	April & Oct.	“	104	
Special Mortgage....	1,029,000	7	“	“	109	General Mortgage....	436,500	7	Jan. & July.	“	1903	
Consol. mort. for \$25,000,000 guar.	3,000,000	7	June & Dec.	“	1915	North Shore (Flush, N.S. & Cent.):	135,000	7	Feb. & Aug.	New York.	1887	
Nashville, Chattanooga & St. Louis:	1st Mort. endorsed by Tenn....	1,450,000	6	Jan. & July.	New York.	1886	1st Mortgage....	1,500,000	6	J. A. J. & O.	Annapolis. Irred.	....
2d Mort. (Government Subsidy)	1,000,000	4	“	“	1913	2d Mortgage S. F. Coupon....	1,570,000	6	Jan. & July.	Baltimore.	1885	
New Mortgage....	5,800,000	7	“	“	....	3d Mortgage Coupon....	1,126,000	6	April & Oct.	Phila. & Balt.	1885	
Nashville and Decatur (L. & Nash.):	1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	3d Mort. (York & Cumb.) guar....	500,000	6	Jan. & July.	Baltimore.	1877
2d Mortgage gold....	500,000	6*	April & Oct.	Nashville.	1887	Income conv. coup. ....	1,000,000	7	April & Oct.	Harrisburg.	....	
Naugatuck:	1st Mortgage....	102,000	7	Jan. & July.	Bridgeport.	1876	Income coup. ....	3,000,000	7	Jan. & July.	“	1922
Newark & New York (C. of N. J.):	1st Mortgage....	600,000	7	Jan. & July.	New York.	1891	Consol. Mort. coupon....	2,599,000	6*	“	Baltimore.	1900
Newark, Somerset & Straticville:	1st Mortgage gold....	600,000	7*	May & Nov.	New York.	1889	Consol. Mort. registered....	205,000	6*	April & Oct.	“	1900
New Bedford:	1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	Consol. General Mort. S. F. ....	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904
New Haven and Derby:	New Issue for \$360,000....	400,000	7	“	“	1st Mortgage skg fd guar....	400,000	7	Jan. & July.	Jersey City.	1878	
New Haven, Middle'tn & Williman:	1st Mortgage (coup. & reg.)....	525,000	7	Various.	New Haven.	1880-80	1st Mort. on R. R. & lands gold....	30,097,600	7*	Jan. & July.	New York.	1900
2d Mortgage....	3,000,000	7	May & Nov.	New York.	1889	3d Mort. assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	
New Haven and Northampton:	2,000,000	7	“	“	1881	Northwestern Union (C. & N. W.):	3,500,000	7*	“	“	100	
1st Mortgage....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	1st Mortgage....	400,000	6*	Jan. & July.	Boston.	1877	
Convertible bonds, tax free....	750,000	6	April & Oct.	“	1880-82	1st Mort. Mass. Loan, skg. fd....	150,000	7	“	“	1877	
Holyoke and Westfie d. bonds....	200,000	7	“	“	1891	Construction Bonds....	150,000	7	Jan. & July.	New York.	1890	
New Jersey Midland (N.Y. & O.M.):	1st Mortgage gold, guar....	3,000,000	7*	Feb. & Ang.	New York.	1895	1st Mortgage....	150,000	7	Jan. & July.	“	....
2d Mortgage....	1,500,000	7	“	“	1881	Odensburg and Lake Champlain:	....	....	....	....	....	
New Jersey and New York:	1st Mortgage....	500,000	7*	March & Sept.	N.Y. or Lond.	1893	Equipment Mortgage....	300,000	8	Jan. & July.	Boston.	1878
New Jersey Southern:	1st Mortgage....	2,000,000	7	May & Nov.	New York.	1889	Equipment Mortgage....	200,000	8	“	“	93
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	“	1888	Sinking Fund Bonds....	468,000	8	March & Sept.	“	1879	
2d Mortgage....	1,000,000	7	March & Sept.	“	1881	Nyack and Northern:	....	....	....	....	....	
Consol. Mort. for \$7,000,000....	5,300,000	7	April & Oct.	“	1903	1st Mortgage....	150,000	7	Jan. & July.	New York.	1890	
Income Mortgage....	750,000	7	“	“	1881	1st Mort. (Springfield Division.)	3,067,000	7	Jan. & July.	New York.	1898	
New Jersey West Line:	1st Mort. gold, for \$3,000,000....	3,000,000	7*	May & Nov.	New York.	1900	1st Mort. Bonds....	3,565,000	7	“	“	93
New London Northern (Cen. Vt.):	1st Mortgage....	30,000	6	April & Oct.	New York.	1885	Consolidated S. F. Mortgage....	112,000	7*	“	“	....
2d Mortgage....	50,000	7	June and Dec.	“	1892	Consolidated Mort. Sterling....	1,072,000	7	April & Oct.	New York.	1911	
1st Mort. (Warren & Franklin):	1st Mort. (Union & Titusville):	1,800,000	7	“	“	Income and Funded Debt Bonds....	174,000	7	“	“	1882	
1st Mort. ....	1st Mort. (J. C. R. R.):	500,000	7	“	“	Detention Sinking Fund Bonds....	180,000	7	May & Nov.	New York.	1883	
2d Mortgage....	1st Mort. (Philadelphia):	50,000	7	“	“	1st Mort. (Springfield Division.)	3,000,000	7	“	“	80	
1st Mort. ....	1st Mort. (Philadelphia):	580,000	7	“	“	1st Mort. (J. C. R. R.):	580,000	7	April & Oct.	Philadelphia.	1896	
2d Mortgage....	1st Mort. (Warren & Franklin):	1,800,000	7	“	“	1st Mort. (Philadelphia):	1,800,000	7	Feb. & Aug.	“	80	
1st Mort. ....	1st Mort. (Union & Titusville):	500,000	7	“	“	1st Mort. (Philadelphia):	500,000	7	“	“	....	
2d Mortgage....	1st Mort. (Philadelphia):	1,400,000	7	“	“	1st Mort. (Philadelphia):	1,400,000	7	May & Nov.	“	80	
1st Mort. ....	1st Mort. (Philadelphia):	500,000	7	“	“	1st Mort. (Philadelphia):	500,000	7	“	“	....	
2d Mortgage....	1st Mort. (Philadelphia):	1,400,000	7	“	“	1st Mort. (Philadelphia):	1,400,000					

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Old Colony:	\$						Philadelphia, Wilmington & Balt:	\$				
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	100%	Mortgage Loan, convertible	302,000	6	Jan. & July.	Phila. & Bost.	1884
Plain Bonds	32,000	5	"	"	1884	99	Loan of 1866	400,000	6	April & Oct.	"	1876
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101	Loan of 1867	1,000,000	6	"	"	1887
New Bonds for \$3,000,000.	1,692,000	7	March & Sept.	"	1884	111	Loan of 1872	600,000	6	"	"	1892
Can Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	...	Pickerling Valley (Phila. & Rdg):	331,800	7	April & Oct.	Philadelphia.	1900
Omaha and Northwestern:							1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900
1st Mort. Land Grant, Gold	16,000pm	7.3	Jan. & July.	New York.	1901	...	Pittsburg, Cin. & St. Louis (Pa.):	775,000	7	Jan. & July.	Philadelphia.	1890
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.)	3,000,000	6	Monthly.	New York.	1884
1st Mortgage \$20,000 p.m.	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Steub. & Ind.) conv.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890
Orange, Alex. and Manassas							Consolidated Mortgage for \$10,000,000.	5,000,000	7	April & Oct.	"	1913
See Wash. C., Va. Mid. & Gt. So.							Pittsburg, Ft. Wayne & Chicago:	875,000	7	Jan. & July.	New York.	1912
Oregon and California:							1st Mortgage (Series A.)	875,000	7	Feb. & Aug.	"	1912
1st Mortgage gold	10,950,000	7	April & Oct.	New York.	...		1st Mortgage (Series B.)	875,000	7	March & Sept.	"	1912
Osage Valley & Southern Kansas:							1st Mortgage (Series C.)	875,000	7	April & Oct.	"	1912
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888		1st Mortgage (Series D.)	875,000	7	May & Nov.	"	1912
Oshkosh & Miss. (C.M. & S.P.):							1st Mortgage (Series E.)	875,000	7	June & Dec.	"	1912
1st Mortgage	240,000	8	Jan. & July.	New York.	1891		2d Mortgage (Series F.)	860,000	7	Jan. & July.	"	1912
Oswego and Rome (R.W. & O.):							2d Mortgage (Series G.)	860,000	7	Feb. & Aug.	"	1912
1st Mortgage	500,000	7	May & Nov.	New York.	1916		2d Mortgage (Series H.)	860,000	7	March & Sept.	"	1912
Income Mortgage	112,100	6	Feb. & Aug.	"	1891		2d Mortgage (Series I.)	860,000	7	April & Oct.	"	1912
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series K.)	860,000	7	May & Nov.	"	1912
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885		2d Mortgage (Series L.)	860,000	7	June & Dec.	"	1912
Ottawa, Oswego & Fox River:							2d Mortgage (Series M.)	2,000,000	7	April & Oct.	"	1912
1st Mortgage guar by C.B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	Bridge (O. & P. R. R.) bonds	27,000	7	May & Nov.	Philadelphia.	1876
Owensboro and Russellville:							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887
1st Mortgage for \$1,500,000.	1,500,000	8	Feb. & Aug.	New York.	1892		Equipment bonds	1,000,000	8	March & Sept.	"	1884
Pacific of Missouri (Atl. & Pac.):							Pittsburg, Va. and Charleston:	700,000	7	April & Oct.	New York.	1902
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888		1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	"	1891		1st Mort. (Pittsb. & Conn'sville)	5,000,000	6	May & Nov.	Pittsburg.	1902
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892		2d Mort. do. (Balt. Loan)	49,000	6	Feb. & Aug.	Baltimore.	1889
St. Louis County Debt	700,900	7	Monthly.	St. Louis.	1885		1st Mort. (Turtle Cr. Div. 104 m)	100,000	6	.....	Baltimore.	1883
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892		Real Estate Mortgage	20,000 pm	7	Jan. & July.	New York.	1901
1st Mort. (Carondelet Branch):	500,000	6*	April & Oct.	"	1893		1st Mortgage for \$3,600,000	1,300,000	7	May & Nov.	New York.	1899
1st Mort. (Leach, Atch. & N.W.):	500,000	7	"	"	1889		1st Mortgage gold, for \$1,800,000	800,000	6*	Jan. & July.	Boston.	1900
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899		1st Mort. (Ogdenburg (Vt.))	149,000	6*	May & Nov.	"	1901
Paducah and Memphis:							1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902		1st Mortgage of 1883	250,000	6	Jan. & July.	Portland.	1883
Panama.							Portland and Rochester:	700,000	6	Jan. & July.	Boston.	1887
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897		1st Mort. (Portland Loan) akg f'd	700,000	6	Jan. & July.	"	1887
Paris and Decatur:							1st Mortgage (equal lien)	1,000,000	7	April & Oct.	"	1887
1st Mortgage gold, S. F.:	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892		2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.	"	1891
Peterson and Newark (Erie):							Port Royal (S. C.):	514,000	7	June and Dec.	Boston.	1893
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878		1st Mortgage gold, akg f'd.	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889
Pekin, Linc. & Decatur (TW&W):							1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900		Portsmouth, Gt. Falls & Conway:	514,000	7	Jan. & July.	Boston.	1893
Pemberton & Hights. (U.C. of NJ):							1st Mort. guar. by E. stern R.R.	514,000	7	May & Nov.	"	1901
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889		Poughkeepsie and Eastern:	644,500	7*	Jan. & July.	New York.	1910
Peninsular (Mich.) Railway:							1st Mort. gold, conv. & tax free..	78,000	7	"	"	...
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899		2d Mortgage	500,000	6	Jan. & July.	Providence.	1880
1st Mortgage gold (S.F.) 2d series	979,000	7*	"	"	1900		Providence and Worcester:	1,000,000	6	Jan. & July.	"	...
Pennsylvania:							1st Mortgage	500,000	6	Jan. & July.	Stoughton Branch bonds	1880
1st Mort. (Harrih's to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880		Quincy, Alton and St. Louis:	1,000,000	6	Jan. & July.	St. Louis.	1882
General Mortgage	19,934,760	6	J. A. J. & O.	Philadelphia.	1910		1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882
General Mortgage, registered							Quincy and Palmyra:	500,000	8	Feb. & Aug.	New York.	1892
Consolidated Mortgage	14,550,000	6*	Jan. & July.	London.	1905		1st Mort. assumed by H. & S. J. O.	500,000	7	May & Nov.	New York.	1890
State fns for \$7,500,000, akg f'd	5,201,675	5	April & Oct.	Philadelphia.	'76-'90		Quincy and Toledo (T. W. & W.):	500,000	8	Feb. & Aug.	"	...
Pennsylvania Coal:							1st Mortgage, guaranteed	500,000	7	May & Nov.	Quincy & Palmyra:	1890
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881		1st Mort. assumed by H. & S. J. O.	500,000	8	Feb. & Aug.	New York.	1890
Pennsylvania and Delaware:							1st Mortgage, guaranteed	500,000	7	May & Nov.	Quincy & Palmyra:	1890
1st Mortgage	1,083,900	7	Feb. & Aug.	Philadelphia.	1903		1st Mort. (Glenn's Falls):	758,000	8	Jan. & July.	Boston.	1890
2d Mortgage	519,000	7	April & Oct.	"	1903		1st Mort. (Glenn's Falls):	758,000	8	Jan. & July.	Boston.	1057
Pennsylvania & New York (L.V.):							Reading and Columbia (P. & R.):	650,000	7	March & Sept.	Philadelphia.	1882
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896		1st Mort. Coupon, guaranteed	650,000	7	March & Sept.	Philadelphia.	1882
1st Mortgage guaranteed	1,500,000	7	"	"	1906		2d Mort. Coupon, guaranteed	350,000	7	March & Sept.	Columbia.	1884
Peoria & Bureau Val (C.R.I. & P.):							2d Mortgage	300,000	7	Jan. & July.	Troy.	1880
Peoria & Hanibal (C. B. & Q.):							3d Mortgage	150,000	7	"	"	1887
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	New York.	1877		1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886
Peoria, Pekin and Jacksonville:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890
1st Mortgage	571,000	8	Jan. & July.	Boston.	1878		1st Mort. (Glenn's Falls):	125,000	7	Jan. & July.	Boston.	1890
2d Mort. conv. and tax free..	1,000,000	7	Jan. & July.	New York.	1894		1st Mort. Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882
Peoria and Rock Island:							2d Mort. Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884
1st Mort. gold, conv. & tax free..	1,500,000	7	April & Oct.	"	1900		2d Mortgage	300,000	7	Jan. & July.	Troy.	1880
2d Mortgage	150,000	10	Jan. & July.	New York.	1900		3d Mortgage	150,000	7	"	"	1887
Perkiomen (Phila. and Rdg.):							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897		1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890
Petersburg:							1st Mort. (Glenn's Falls):	125,000	7	Jan. & July.	"	1894
1st Mortgage (Instalments):	341,500	8	Jan. & July.	New York.	'79-'93		1st Mort. (Glenn's Falls):	758,000	8	Jan. & July.	Boston.	1890
2d Mortgage	500,000	8	"	"	"		1st Mort. (Saratoga & Whitehall)	400,000	7	May & Nov.	"	1894
Philadelphia and Baltimore Cent.:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	Jan. & July.	"	1921
1st Mortgage (Penn. Div. 36 1/2 m.):	800,000	7	Jan. & July.	Philadelphia.	1879		1st Mort. (Saratoga & Whitehall)	600,000	6	Jan. & July.	Richmond.	1880
1st Mortgage (Md. Div. 91 m.):	300,000	6	"	"	1891		1st Mort. (Saratoga & Whitehall)	157,000	6	"	"	1875
2d Mortgage (Pa. & Md. 46 m.):	400,000	7	"	"	1900		1st Mort. (Piedmont Branch)	500,000	8	.....	"	1888
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N.C.):	500,000	6.7	April & Oct.	N. Y. or Rich.	75-'90
1st Mort. (Sunbury & Erie 40m):	1,000,000	7	Apr. and Oct.	Philadelphia.	1877		Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	72
1st Mortgage	5,000,000	6	"	"	1881		1st Mort. (Coup. and Register'd)	120,000	7	June & Dec.	Richmond.	1875
2d Mortgage	3,000,000	7	Jan. & July.	Phil. or Lond.	1888		2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	1875
General Mort. for \$20,000,000...	7,652,000	6*	"	"	1920		1st Mort. (Coup. and Register'd)	120,000	7	June & Dec.	Richmond.	1875
Philadelphia and Reading:							2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	1875
Loan of 1868, deb'ture..	1,138,900	6	Jan. & July.	Philadelphia.	1893		1st Mort. (Coup. and Register'd)	120,000	7	June & Dec.	Richmond.	1875
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	"	"	1880		2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	1875
Mortgage Loan of 1868.	2,700,000	7	Apr. and Oct.	London.	1883		1st Mort. (Coup. and Register'd)	120,000	7	June & Dec.	Richmond.	1875
Mortgage Loan of 1836 stg..	182,400	5*	Jan. & July.	London.	1880		2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	1875
Mortgage Loan of 1836 stg..	976,200	6*	"	"	1880		1st Mort. (Coup. and Register'd)	120,000	7	June & Dec.	Richmond.	1875
Mortgage Loan of 1836 stg..	134,400	7*	"	"	1877		2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	1875
Dollar coupon..	7,429,000	7	June & Dec.	Philadelphia.	1911		1st Mort. (Coup. and Register'd)	120,000	7	June & Dec.	Richmond.	1875
Consolidated Dollar registered	3,383,000	7	"	"	1911		2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	1875
Mortgage Gold or stg reg..	7,000,000	6*	"	"	1911		1st Mort. (Coup. and Register'd)	120,000	7	June & Dec.	Richmond.	1875
June 1, 1871.	873,000	6*	"	"	1911		2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	1875
Gold or stg reg..	305,000	6*	"	"	1911		1st Mort. (Coup. and Register'd)	120,000	7	June & Dec.	Richmond.	1875
Dollar coupon..	7,429,000	7	"	"	1911		2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	1875
New debon. loan, conv..	9,493,670	7	Jan. & July.	"	1903		1st Mort. (Coup. and Register'd)	120,000	7	June & Dec.	Richmond.	1875
New Improvement Mort. Loan.	9,500,000	6*	Apr. and Oct.	Phil. or Lond.	1897		2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	1875
Gen'l Mort. stg. (\$80,000,000)	9,436,501	6*	Jan. & July.	"	1903							

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where	Due.				When.	Where	Due.
Saginaw Valley and St. Louis:											
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	....	South Carolina:				
Saint Croix and Penobscot:							1st Mortgage Sterling	1,486,333	5*	Jan. & July.	London.
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....	1st Mortgage (L.) currency	87,000	7	" "	New York.
2d Mort. ( " " )	17,500	6	" "	1879	....	2d Mort. for \$3,000,000	615,500	7	April & Oct.	" "	
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....	Domestic (G) Bonds	111,000	6	Jan. & July.	Charleston.
St. Joseph and Denver City:							Domestic (I) Bonds	1,296,500	7	April & Oct.	" "
1st Mort. (E. D.) gold tax free.	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	....	Domestic (K) Bonds	75,000	6	Jan. & July.	" "
1st M.(W.D.)land grant, g'd tax fr	5,500,000	8*	" "	1900	....	South Georgia and Florida:					
St. Joseph and St. Louis:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....	2d Mort.	200,000	7	" "	" "
*1 Louis, Altion and Terre Haute:							South Mountain Iron (Cumb. Val.)				
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	106	1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	....	2d Mortgage for \$200,000	175,500	7	March & Sept.	" "
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86	South and North Alabama:				
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.
2d Mortgage Income (Series E)	1,700,000	7	" "	"	1894	77	Sterling Mort., guar. by L. & N.	£1,100,000	....	May & Nov.	London.
Equipment Mortgage	300,000	10	March & Sept.	"	1894	....	South Pacific (Atl. and Pac.):				
St. Louis, Iron Mt. and Southern:							1st Mortgage gold, assumed	7,188,500	6*	Jan. & July.	New York.
1st Mort. (St. Louis and Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	94	South Shore (Mass.):				
2d Mort. ( " " )	6,000,000	7*	May & Nov.	"	1897	55	1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.
1st Mort. L.G. (Arkansas Br'B)	2,500,000	*June & Dec.	"	1897	....	South Side, Va. (A., M. and O.):					
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	" "	"	1897	....	1st preferr'd bonds	675,000	8	Jan. & July.	New York.
Consolidated Mortgage	1,000,000	7	....	"	1899	....	2d preferr'd bonds	621,000	6	" "	" "
St. Louis, Jacksonville & Chicago:							3d preferr'd bonds	452,500	6	" "	" "
1st Mortgage	2,928,000	7	April & Oct.	New York.	1894	....	Southern Central (N.Y.):				
2d Mortgage	548,000	7	Jan. & July.	"	1898	....	1st Mortgage, skg fund conv.	1,500,000	7	Feb. & Aug.	New York.
St. Louis, Kansas City & North:							2d Mortgage	600,000	7	March & Sept.	" "
Int. Mortgane (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	90	1st Mortgage gold	1,500,000	7*	May & Nov.	New York.
Real estate & 2d M. for \$3,000,000	925,000	7	March & Sept.	"	1899	....	Southern of L. L.:				
St. Louis, Lawrence and Denver:							1st Mortgage	750,000	7	March & Sept.	New York.
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....	2d Mort., Sink. Fund.	1,500,000	7	May & Nov.	" "
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant	1,252,000	7	Jan. & July.	" "
1st M.(Evans)gold skg f'd,con	1,000,000	7	" "	"	1896	....	Southern (Cal.) Pacific:				
1st Mort. (Evans, Hen. & Nash)	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$28,000,000	11,000,000	6*	April & Oct.	New York.
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:				
St. Louis, Van. & T. H. (T.H.&L.):							1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.
1st Mortgage guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold	88,000	7*	" "	" "
2d Mortgage (A.) guaranteed	1,600,000	7	May & Nov.	"	1898	....	South Western (Cen. of Ga.):				
2d Mortgage (B) convertible	1,000,000	7	" "	"	1898	....	Plain Bonds, various conv.	391,000	7	various	Macon.
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....	1st Mortgage (Muscogee) conv.	300,000	7	" "	" "
St. Paul and Iowa Southwestern:							Spartanburg and Union:				
1st Mortgage	4,500,000	7*	May & Nov.	....	1903	....	1st Mortgage end. by S. Car.	350,000	7	Jan. & July.	Charleston.
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed	198,370	7	" "	" "
1st Mort. (St.P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:				
1st M. (St. Paul to Watub) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage	416,000	7	Jan. & July.	Boston.
2d Mort. ( do ) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois S. Eastern:				
1st M. (Main L.) R.R. & Lands	3,000,000	7*	May & Nov.	London.	....	1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	
2d M. ( do ) R. R. & Lands	8,500,000	7*	" "	"	....	2d Mortgage gold, tax free	446,000	7*	April & Oct.	" "	
General Mortgage for \$15,000,000	....	7*	....			1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	
St. Paul, Stillwater & Taylor's F.:						1st Mortgage	200,000	7	Jan. & July.	" "	
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....	Sumstead, Shefford and Chambly:				
Salem (West Jersey):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....	Sullivan (Central Verm.):				
Salem and Lowell (B. & L.):							1st Mortgage	500,000	6	Jan. & July.	" "
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	94	2d Mortgage	250,000	6	Feb. & Aug.	Boston.
Sand., Mansfield & Newark (Ba.O.):							Sullivan and Erie:				
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	....	1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.
Baratoga & Whitehall (R. & S.):							Summit Branch:				
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage	600,000	7	Jan. & July.	N.Y., Bost. Ph.
Savannah, Albany & Gulf (A & G):							Sunbury and Lewiston:				
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.
Savannah and Charleston:							Income Mort. gold	200,000	6*	" "	" "
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....	Suspira, Bridge & Erie Junc. (E.):				
State guaranteed (C. & S.) bonds	605,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage	1,000,000	7	May & Nov.	New York.
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....	Summit Branch:				
Savannah, Griffin & North Ala.:							1st Mortgage	600,000	7	Jan. & July.	" "
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	Sunbury and Lewiston:				
Savannah and Memphis:							1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.
1st Mort. gold, endor. by State	16,000pm	8*	May and Nov.	New York.	1890	....	Income Mort. gold	200,000	6*	" "	" "
Schenectady & Susq. (D. & H. Can.):							Syracuse, Bing. & N.Y. (D.L&W):				
1st Mortgage gold, tax free.	400,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage	1,400,000	7	April & Oct.	New York.
Schoolcraft & Three R. (L.S&MS):							2d Mortgage	270,000	7	June & Dec.	" "
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....	Syracuse and Chenango Valley:				
Seaboard and Roanoke:							1st Mort. gold, for \$500,000.	500,000	7*	Feb. and Aug.	New York.
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....	Tebo and Neosho (M. K. & T.):				
Sealma and Gulf:							1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....	Terre Haute & Indianapolis:				
Selma, Marion and Memphis:							1st Mortgage	800,000	7	April & Oct.	New York.
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	....	Bonds of 1873 for \$1,600,000.	516,000	7	" "	" "
Selma, Home and Dalton:							Texas and Pacific:				
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.
2d Mortgage	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage	1,330,000	7	Jan. and July.	" "
Equipment Mortgage	230,000	10	" "	"	1881	....	1st Mortgage (Eastern Div.):				
Shamokin Valley & Pottsville (N.C.):							1st Mortgage (Western Div.):	1,600,000	7	June & Dec.	New York.
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	89	1st Mort. conv. ( " )	1,800,000	7	Feb. and Aug.	" "
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund	94,000	8	April & Oct.	" "
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$4,200,000.	1,500,000	7	May & Nov.	" "
1st Mortgage extension	694,000	8	April & Oct.	"	1896	....	1st Mortgage (Bur. Branch):	250,000	7	June & Dec.	" "
Shenango and Allegheny:							Toledo, Wabash and Western:				
1st Mortgage for \$1,000,000	795,000	7	April & Oct.	New York.	1889	....	1st Mort. (Toledo and Illinois):	900,000	7	Feb. and Aug.	New York.
Heppa Valley (O.):							1st Mort. (L. Erie, Wab. & St. L.):	2,500,000	7	" "	" "
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....	1st Mort. (Gt. West. Rwy of '89):	2,500,000	7	" "	" "
2d Mortgage	200,000	7	Jan. & July.	"	1902	....	1st Mort. (Quincy and Toledo):	500,000	7	May & Nov.	" "
Shore Line (N. Y., N. H. & Hart.)							1st Mort. (Illa & South's Iowa):	300,000	7	Feb. and Aug.	" "
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....	1st Mort. (Decatr. & East St. L.):	2,700,000	7	F. M. A. & N.:	" "
Sioux City and St. Paul:							2d Mort. (Toledo and Wabash):	1,000,000	7	May and Nov.	" "
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....	2d Mort. (Wabash & Western):	1,600,000	7	" "	" "
Land Grant Mortgage gold	500,000	7*	" "	"	1901	....	2d Mort. (Gt. West. Rwy of '59):	2,500,000	7	" "	" "
2d Mortgage	450,000	8	.....	"	....	Equipment (Toledo & Wabash):	600,000	7	" "	" "	
Equipment bonds	165,000	10	.....	"	....	Consol. S. F. 1st Mortgage:	2,610,000	7	F. M. A. & N.:	" "	
Sioux City and Pacific:							Consol. 2d mort. gold	2,186			

## AMERICAN RAILROAD BOND LIST.

The Letter (s) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.				
			When.	Where.	Due				When.	Where.	Due		
Troy & Bennington (T. & B.): 1st Mortgage skg fund, guar....	\$ 58,700	7	Jan. & July.	Troy.	1878	....	Western Maryland:	\$ 400,000	6	Jan. and July.	Baltimore.	1890	86
Troy and Boston.							1st Mort. unendorsed.....	200,000	6	" " "	"	1890	106
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ....	300,000	6	" " "	"	1890	105
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	2d Mort. endor. by Wash. Co.	300,000	6	" " "	"	1890	95
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....	2d Mortgage preferred.....	600,000	6	" " "	"	1890	89
Convertible Bonds.....	648,000	7	" "	" "	1882	....	3d Mortgage endor. by Balt.	875,000	6	" " "	"	1900	106
Troy, Salem & Rutland (R. & S.): 1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	4th Mortgage.....	1,000,000	6	" " "	"	1900	....
Troy Union (and Depot): 1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pacific (Cen. Pac.): 1st Mort. assumed.....	2,735,000	60	Jan. and July.	New York.	1899	96
Tuckerton:							Western Pennsylvania (Penn.): 1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	79
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsb. Branch). 1,000,000	6	Jan. and July.	"	1896	....	
Union Pacific:							Western Union (Chi. M. & St. P.): 1st Mortgage for \$5,000,000 .....	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mortgage gold, tax free....	27,236,000	66	Jan. & July.	N. Y. & Bost.	96-'99	105	West Jersey:						
1st Mort. Land Grant.....	7,874,000	7	Apr. and Oct.	" "	1887	100	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	86
2d Mortgage (Gov. subsidy)....	27,236,512	6	Jan. & July.	U.S. Treasury.	96-'99	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	99
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	96	1st Mort. (Salem) guar.....	100,000	6	" " "	Philadelphia.	1878	....
Omaha Bridge B'ds, stg £500,000	2,500,000	8G	Apr. and Oct.	London.	1896	....	1st Mort. (Swedesboro') guar.....	200,000	6	June & Dec.	Camden.	....	....
Union Pacific (Central Div.): 1st Mortgage gold, tax free....	1,800,000	66	May and Nov.	New York.	1895	....	2d Mort. (Cape May & Millville).....	340,000	7	Apr. and Oct.	"	95	....
Union Pacific, S. Br. (M. K. & T.): 1st Mortgage gold, skg fund.....	1,800,000	6	Jan. & July.	U.S. Treasury.	96-7-8	....	Consolidated Mortgage.....	1,000,000	7	" " "	"	1890	103
Union & Titusville (O.C. & A. Riv.): 1st Mortgage.....	3,220,000	66	Jan. & July.	New York.	1899	....	West Wisconsin:						
United N. J. R. R. & Canal Co.:							1st Mort. land gr., gold skg fund.....	3,900,000	7G	Jan. and July.	N. Y. or Lond.	1887	....
Loan of 1901 (United Compan'y):	3,000,000	6	March & Sept.	Philadelphia.	1901	101	1st Mort. (Sonthern Extension).....	640,000	7G	" " "	"	1902	....
Sterling Loan £369,200 (U. Co's).....	1,846,000	5G	" "	London.	1894	....	West Water Valley:						
Sterling Loan £360,000 (" ).....	1,800,000	6G	" "	"	1894	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Loan of 1894 Sk Fund (" ).....	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	West M. & Pocomoke:						
Loan of 1888 (United Compa'n):	154,000	6	Feb. and Aug.	"	1888	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Bond to State of N. J. (U. Co's).....	500,000	7	(Due 90 days after demand.)	London.	1880	....	Williamston and Tarboro':						
Jer. S. F. £262,000 (C. & Am.):	1,310,000	6	Feb. and Aug.	Philadelphia.	1883	101	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1883 (Camden & Amb'y).....	1,700,000	6	" "	Princeton.	1889	101	Wilmington, Colum. & Augusta:						
Loan of 1889 (" ").....	866,000	6	June & Dec.	Philadelphia.	1889	101	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	53
Mortg. Loan (" ").....	5,000,000	6	May and Nov.	Philadelphia.	1889	105	Wilmington and Bending:						
Loan of '78 (N. J. R. R. & T. Co.).....	450,000	6	Feb. and Aug.	New York.	1873	....	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	44
Bond to State of N. J. (do.).....	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	2d Mortgage coupon or regis. ....	1,000,000	7	Jan. and July.	"	1902	10	
Utah Central:							Wilmington and Weldon:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City.	1890	....	Sterling Bonds.....	648,700	6G	Jan. and July.	London.	1881	....
Utah Southern:							Sterling Bonds.....	221,400	7G	May and Nov.	"	1886	....
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City.	1891	....	Sinking Fund gold, Bonds.....	749,000	7G	Jan. and July.	New York.	1896	99
Utica and Black River:							Wilmington and Western (Del.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage.....	500,000	7.3	J. A. J. & G.	Phil. & Wilm.	1892	....
Bonds of 1871 (2d issue).....	575,000	7	" "	"	1891	....	Winona & St. Peter (C. & N. W.):						
Utica, Ithaca and Elmira:							1st Mortgage \$20,000 p. m. ....	2,750,000	7	Jan. and July.	New York.	1887	60
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	2d Mortgage \$12,000 p. m. ....	1,650,000	7	May and Nov.	"	1907	55
Vermont Cent.—See Central Vt.							Extension mortgage bonds....	4,875,000	7G	June & Dec.	"	1906	....
Vermont and Massachusetts:							Wisconsin Central:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	1st M. L. G. gold S. F. \$25,000pm	4,618,500	7G	Jan. and July.	Boston.	1901	52
Convertible bonds, tax free....	200,000	7	" "	"	1879	104	Worcester (Md.):						
Convertible bonds.....	180,000	7	" "	"	1881	103	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Vicksburg and Meridian:							Worcester and Nashua:						
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
General 2d series (blue).....	850,000	7	" "	"	1890	....	Plain Bonds.....	185,300	6	Various.	"	81-87	....
Mortgage 3d series (black).....	138,000	7	" "	"	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	CANAL BONDS:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Delaware:						
Vineyard:							1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	88
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Chesapeake and Ohio:						
Virginia & Tennessee (A.M. & O.):							1st Mortgage guaranteed.....	4,375,000	5G	J. A. J. & O.	London.	1890	....
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	73	Preferred Bonds (next lien)....	1,690,500	6	Jan. and July.	Baltimore.	1895	116
4th Mortgage.....	870,000	8	March & Sept.	"	1890	73	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	Delaware and Hudson:						
Funded Interest.....	226,300	8	" "	"	1880	....	1st Mort. 1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	104
Income Mortgage (fundable).....	93,500	8	" "	"	1866	....	2d Mort. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	111
Wallkill Valley (Erie):							3d series, Jan. 1, 1871	3,500,000	7	" " "	"	1891	112
1st Mortgage, tax free.....	810,500	7G	Apr. and Oct.	New York.	1901	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	107
Warren (D. L. & W.):							Registered bonds of 1874.....	2,000,000	7	" " "	"	1894	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	"	1900	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	96
Warren & Franklin (O.C. & AIR):							Convertible Bonds.....	42,550	6	" " "	"	1882	....
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	Convertible Loan, gold.....	822,000	6	March & Sept.	"	1894	105
Warwick Valley (Erie):							1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1884	102
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	102
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold.....	4,757,000	6	June & Dec.	"	1897	107
1st Mortgage.....	150,000	9G	May and Nov.	New York.	1893	....	Consolidated Mortgage.....	1,066,000	7	" " "	"	1911	....
Washington City, Va. Mid. & Gt. So.:							Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1892	....
1st Mort. (O. Alex. & Manassas).....	1,650,000	7	Jan. and July.	Baltimore.	1882	81	Greenwood Wood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
2d Mort. ( " ).....	350,000	7	" "	"	1891	....	Monongahela Navigation:						
1st Mort. (Orange & Alexandria).....	400,000	6	May and Nov.	"	1873	96	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
3d Mort. ( " ).....	1,200,000	6	Jan. and July.	"	1875	71	Morris (and Banking):						
4th Mort. ( " ).....	600,000	8	May and Nov.	"	1873	70	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Funded Coupons (do.).....	700,000	8	March & Sept.	"	1880	56	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
1st Mort. (Lynchburg & Danville).....	521,000	....	Apr. and Oct.	"	1896	....	Boat Loan, sinking fund.....	236,966	7	Apr. and Oct.	"	1899	101
Virginia State Loan.....	249,962	7	Jan. and July.	"	"92-'93	....	Preferred Stock Dividend Scrip. ....	103,164	7	Jan. and July.	"	1887	....
Washington and Ohio:							Pennsylvania:						
1st Mort. (Alex. Lou. & Ham.).....	47,000	7	May and Nov.	New York.	1898	....	1st Mortgage skg fund guar. ....	2,805,000	6	Jan. and July.	Philadelphia.	1910	70
1st Mortgage for \$9,000,000.....	208,000	7G	Apr. and Oct.	"	1901	....	1st Mortgage (W. Val. Can.).....	600,000	6	" " "	"	1878	....
Westchester and Philadelphia:							1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'87	82
General Mortgage, tax free....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	106	2d Mortgage.....	8,990,392	6	Jan. and July.	"	'82-'87	....
Western North Carolina:							Improvement bonds.....	260,000	6	May and Nov.	"	1230	92
1st Mortgage.....	823,000	8	Jan. and July.	.....	1890	....	Boat and Car Loan.....	756,650</					

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

Each railroad in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-old Railroads are distinguished by a <sup>1</sup> or <sup>2</sup>.

## Abstract of General Balance Sheet.

Railroad.	Rolling Stock.		Operations.		Earnings.		Value of Shares.	
	Property and Assets.		Liabilities.		Net			
	Car.	Freight.	Accounts and Cash.	Bonds.	Gross.	Freight.		
1. <i>Albion &amp; New Haven</i> (Conn.)	1,674	60,010	3,261,220	3,753,000	60,000,000	1,971,736	100,000	
2. <i>Alabama Central</i> <sup>1</sup>	1,100	—	2,000,000	1,600,000	—	—	100,000	
3. <i>Alabama and Chattanooga</i> <sup>1</sup>	16	13	2,000,000	2,000,000	—	—	100,000	
4. <i>Albany and Schenectady</i> <sup>1</sup>	100	98	5,320,000	5,000,000	2,500,000	—	100,000	
5. <i>Albany, Rensselaer &amp; Saratoga</i> <sup>1</sup>	100	98	34,340,000	4,350,000	3,077,584	—	100,000	
6. <i>Albion &amp; Pittsfield</i> <sup>1</sup>	18	13	1,841,068	2,000,000	1,746,010	6,761,323	100,000	
7. <i>Allegheny Valley</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
8. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	—	—	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
9. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
10. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
11. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
12. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
13. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
14. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
15. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
16. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
17. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
18. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
19. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
20. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
21. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
22. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
23. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
24. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
25. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
26. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
27. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
28. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
29. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
30. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
31. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
32. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
33. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
34. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
35. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
36. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
37. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
38. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
39. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
40. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
41. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
42. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
43. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
44. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
45. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
46. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
47. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
48. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
49. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
50. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
51. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
52. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
53. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
54. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
55. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
56. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
57. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
58. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
59. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
60. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
61. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
62. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
63. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
64. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
65. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
66. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
67. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
68. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
69. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
70. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
71. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
72. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
73. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
74. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
75. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
76. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
77. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
78. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
79. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
80. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
81. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
82. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
83. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
84. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
85. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000	2,000,000	1,746,010	6,761,323	100,000	
86. <i>Allegeny (P. &amp; R.)</i> <sup>1</sup>	29	73	2,000,000					



RAILROAD SHARE LIST, including Mileage, Rolling stock, Debts, Income, Dividends, &c., &c.

2d. *marked* : <sup>2</sup> *secure* : <sup>1</sup> *the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad."* A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State and Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Railroad.	Rolling Stock.			Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.				
	Car.	Freight.	Pass.	Rolling Stock	Assets.	Accounts.	Bonds.	Stocks.	Surplus Income.	M.	M.	Passenger.	Freight.	Gross.	Net.	Market. Par.	pc. \$ pc.			
Jun. 30, 1874	111,000	8	51	4,310	Gilm. & Clinton & Springfield, N.Y.	4,056,167	380,630	.....	2,000,000	0	584,296	—	244,607	88,664	100	100	100	100		
Sept. 30, 1874	111,8	0.3	3.1	26,0	Goeheen and Deckertown (P.R.)	291,701	.....	165,800	246,500	4,579	—	21,500	21,500	100	100	100	100			
Jan. 1, 1874	88,310	28	16	10,125	Grand Rapids and Indiana.	10,984,050	.....	183,900	465,086	56,000	471,999	1,129,602	386,860	100	100	100	100			
Dec. 31, 1874	86,4	5	3	225	Grand Rapids, Newark & L. Shore.	1,081,407	216,760	2,709	663,001	676,000	235,735	47,901	136,169	144,600	5	100	100	100		
May	94,0	44,6	6	1,440	Michigan.	2,000,000	.....	1,000,000	1,000,000	—	—	—	—	—	—	—	—	100		
Jun. 30, 1874	107,5	7.1	—	1,340	Grand River Valley (A. G.)	—	—	—	—	—	—	—	—	—	—	—	—	100		
July	104,0	94,0	—	6,8	Grand Tower and Carbonado.	—	—	—	—	—	—	—	—	—	—	—	—	100		
Jun.	104,600	12,1	—	1,340	Grand Trunk 1.	604,600	117,460	473,986	2,472,866	54,942,407	721,960	—	24.1	156,789	106,495	100	100	100		
July 31, 1874	107,500	13,0	—	3,771,269	Great Western 1.	43,472,407	217,169	43,472,407	54,942,407	54,942,407	54,942,407	54,942,407	1,976,320	1,444,162	5,895,872	4,046,124	14	100		
July 31, 1874	107,500	13,0	—	3,771,269	Great Western 1.	43,472,407	217,169	43,472,407	54,942,407	54,942,407	54,942,407	54,942,407	1,976,320	1,444,162	5,895,872	4,046,124	14	100		
Mar. 31, 1875	102,0	5	3	47,102	Gulf, Western Texas and Pacific.	1,492,000	—	429,822	317	50,000	1,380,000	36,139	68.5	—	—	—	—	100		
Jun.	102,0	5	3	47,102	Gulf, Western Texas and Pacific.	1,492,000	—	429,822	317	50,000	1,380,000	36,139	68.5	—	—	—	—	100		
Aug. 31, 1874	103,4	6	2.7	1,500	Hannibal and Naples (P.W. & W.)	1,357,000	—	457,000	347,000	9,140,000	—	52.0	141,988	41,977	125,997	100	100	100		
Dec. 31, 1874	103,4	6	2.7	1,500	Hannibal and Naples (P.W. & W.)	1,357,000	—	457,000	347,000	9,140,000	—	52.0	141,988	41,977	125,997	100	100	100		
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100
Sept. 30, 1874	102,0	18,0	—	18,0	Harrisburg and Lancaster (P.R.)	1,382,500	—	1,182,500	1,182,500	600,000	2,065,000	100,000	212,017	132.9	598,868	1,254,666	2,454,663	100	100	100</



**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

If the cost thereof is included in that headed "Railroad," the first column signifies "miles" and running does (----) signify "not ascertained."

SCHLESINGER

Abstract of General Balance Sheet.												
Market. Par.		Earnings.		Operations.								
Dividends.		Net		Gross.								
Trains Moved.		Freight.		Passenger.						Tons.		
Railroad Operated.		Number.		M.						M.		
Surplus Income.		M.		M.						M.		
Accounts.		M.		M.						M.		
Bonds.		M.		M.						M.		
Stocks.		M.		M.						M.		
Accounts and Cash.		M.		M.						M.		
Assets.		M.		M.						M.		
Rolling Stock.		M.		M.						M.		
Railroad.		M.		M.						M.		
Liabilities.		M.		M.						M.		
Companies.		M.		M.						M.		
Freight.		M.		M.						M.		
R. M. E.		M.		M.						M.		
Pass.		M.		M.						M.		
Engines.		M.		M.						M.		
Railroad in progress.		M.		M.						M.		
2d Track and Sidings.		M.		M.						M.		
Branch Line.		M.		M.						M.		
Main Line.		M.		M.						M.		
Years ending.		M.		M.						M.		
Freight.		1874	164	1689	16,188	101	93,370	695,4	1,29,456	68,719,400	44,320,000	87,486,754
R. M. E.		1874	23	8	2,560	1,00	1,00	1,00	1,00	1,00	1,00	1,00
Pass.		1874	44	5	1,6	1,00	1,00	1,00	1,00	1,00	1,00	1,00
Engines.		1874	104	3	39	1,1	1,00	1,00	1,00	1,00	1,00	1,00
Railroad in progress.		1874	21	4	143	1,1	1,00	1,00	1,00	1,00	1,00	1,00
Branch Line.		1874	30	2	180	3	1,00	1,00	1,00	1,00	1,00	1,00
Main Line.		1874	12	7	41	1,1	1,00	1,00	1,00	1,00	1,00	1,00
Years ending.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Freight.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
R. M. E.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Pass.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Engines.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Railroad in progress.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
2d Track and Sidings.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Branch Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Main Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Years ending.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Freight.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
R. M. E.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Pass.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Engines.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Railroad in progress.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
2d Track and Sidings.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Branch Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Main Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Years ending.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Freight.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
R. M. E.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Pass.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Engines.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Railroad in progress.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
2d Track and Sidings.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Branch Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Main Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Years ending.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Freight.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
R. M. E.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Pass.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Engines.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Railroad in progress.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
2d Track and Sidings.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Branch Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Main Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Years ending.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Freight.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
R. M. E.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Pass.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Engines.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Railroad in progress.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
2d Track and Sidings.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Branch Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Main Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Years ending.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Freight.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
R. M. E.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Pass.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Engines.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Railroad in progress.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
2d Track and Sidings.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Branch Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Main Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Years ending.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Freight.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
R. M. E.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Pass.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Engines.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Railroad in progress.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
2d Track and Sidings.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Branch Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Main Line.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Years ending.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Freight.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
R. M. E.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,00	1,00
Pass.		1874	46	5	127	4	1,00	1,00	1,00	1,00	1,	

Statement furnished, (No statement furnished,)									
237.6									
3,750,000.00									
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**PREFERRED & GUARANTEED STOCKS**

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Marked thus (\*) are guaranteed by Lessees; and thus  
(†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds		
		Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic and Great Western, pref...	\$ 10,000,000	7	p c	p c
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	40
" " " " " guar.	276,200	7	7	40
Atlantic and Pacific, preferred	10,000,000	7	7	4
Atlantic and St. Lawrence, * guar.	3,994,900	4	4	4
Baltimore and Ohio, * preferred	3,562,800	6	5	104
Berkshire, * guaranteed	600,000	7	7	40
Blossburg and Corning, * guaranteed	250,900	5	5	80
Boston, Concord and Montreal, pref.	800,000	6	6	78
Buffalo, New York and Erie, * guar.	960,000	7	7	88
Catavissa, * pref. and guar.	1,159,500	7	7	88
Camden and Amboy, * guaranteed	6,847,800	10	10	105
Camden and Atlantic, preferred	833,469	7	7	164
Cayuga and Susquehanna, * guar.	589,110	9	9	125
Cedar Rapids and Missouri River, preferred and *guaranteed	769,000	7	7	105
Central of New Jersey, * guar.	20,060,000	10	10	104
Central Ohio, * preferred	411,550	6	5	56
Chemung, * guaranteed	330,000	6	6	60
Cheshire, preferred	2,153,200	7	5	49
Chicago and Alton, † preferred	2,425,400	10	10	105
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	109
Chicago and North-Western, pref.	21,485,653	7	7	58
Cline, Sand and Cleveland, pref.	429,000	6	6	60
Cleveland and Mahoning, * guar.	2,056,200	7	7	90
Cleveland and Pittsburg, * guar.	11,236,150	7	7	90
Cumberland Valley, 1st preferred	241,900	8	8	80
" " " 2d preferred	243,000	8	8	80
Dayton and Michigan, pref. & guar.	922,400	8	8	80
Delaware, * guaranteed	1,380,950	6	6	60
Detroit and Milwaukee, pref. & guar.	2,517,140	6	6	60
Dubuque and Sioux City, * guar.	5,000,000	3	3	68
Dubuque South-Western, pref.	590,315	8	8	80
Eastern (N. H.) † guaranteed	492,500	6	6	26
Elmira, Jeff. and Canad., * guar.	500,000	5	5	80
Elmira & Williams'p, pref. & guar.	500,000	5	5	80
" " " com. & guar.	8,558,910	7	7	34
Erie Railway, preferred	2,000,000	7	7	125
Erie and Pittsburg, * guar.	100,000	7	7	25
Evanston and Crawfordville, pref.	2,167,700	7	7	25
Hannibal and St. Joseph, pref.	1,182,550	7	7	25
Harrisburg and Lancaster, * guar.	1,180,000	8	8	98
Houstononic, preferred	190,750	7	7	27
Huntington and Broad Top Min, pref.	2,000,000	7	7	105
Jeff. Mad. & Indiana, * guar.	1,500,000	7	7	98
Joliet and Chicago, * guar.	300,000	8	8	80
Joliet and Northern Indiana, * guar.	6,394,450	8	8	80
Little Miami, Col. and Xenia, * guar.	861,000	9	9	90
Louisv., Cincinnati and Lex. pref.	5,101,650	6	6	94
Marietta and Cincinnati, 1st pref.	4,456,250	6	6	80
" " " 2d pref.	535,500	10	10	125
Mich. Southern, (Lake Shore) guar.	323,375	10	10	125
Mill Creek, * guaranteed	12,274,488	7	7	35
Milwaukee and St. Paul, preferred	3,866,450	8	8	108
Mine Hill, * guaranteed	2,000,000	7	7	105
Montclair, * guaranteed	15,000,000	7	7	105
Morris and Essex, * guar.	2,000,000	10	10	110
Nesquehoning Valley, * guar.	1,000,000	7	7	70
Newark and New York, * guar.	605,000	10	10	125
Newcastle and Beaver Valley, * guar.	7,295,200	10	10	125
New Jersey, * guaranteed	971,400	10	10	105
New London Northern, * guar.	1,500,000	8	8	133
New York & Harlem, * pref. & guar.	8,500,000	8	8	133
" " " com. & guar.	1,000,000	6	6	125
Niagara Br. & Canandaigua, * guar.	105,000	8	8	80
Northern (S. C.), preferred	1,000,000	8	8	80
Northern New Jersey, * guar.	2,823,400	10	10	125
Norwich and Worcester, * guar.	3,077,000	7	7	35
Ogdensburg & Lake Cham., * guar.	2,000,000	8	8	75
" " " pl. & * guar.	4,030,000	7	7	125
Ohio and Mississippi, preferred	1,134,400	9	9	90
Oswego and Syracuse, * guar.	1,200,000	8	8	80
Panama, guaranteed	342,000	6	6	80
Paterson and Hudson, * guar.	2,231,900	12	12	120
Pemberton and Hightstown, * guar.	1,259,100	7	7	90
Peoria and Bureau Valley, * guar.	2,400,000	12	12	190
Philadelphia and Erie, preferred	1,551,887	10	10	110
Philadelphia and Reading, † pref.	1,054,100	7	7	131
Philadelphia and Trenton, * guar.	22,214,285	7	7	98
Pittsburg, Ft. Wayne & Chic., * guar.	450,000	5	5	86
Pittsburg and North Adams, * guar.	1,500,000	10	10	125
Portland, Saco & Portsmouth, * guar.	557,560	7	7	14
Zochester & Genesee Valley, * guar.	4,300,000	7	7	21
Alton, * preferred and guaranteed	2,468,400	7	7	21
St. Louis, Alton & Terre Haute, * guar.	1,054,100	7	7	24
St. Louis, Jacksonv. & Ch., pf. & * guar.	12,000,000	8	8	128
St. Louis, Kansas City & Nor. pref.	576,000	5	5	62
Schuylkill Valley, guaranteed	869,450	6	6	62
Shamokin V. & Pottsville, * guar.	1,700,000	7	7	100
Toledo, Peoria & Warsaw, 1st pref.	1,000,000	7	7	100
" " " 2d pref.	1,000,000	7	7	100
Calif. Wabash and Western, pref.	1,800,000	7	7	100
Warren, * guaranteed	1,800,000	7	7	100
<b>CANAL STOCKS:</b>				
Delaware Division, * guar.	1,638,350	8	8	...
Delaware and Hudson, * guar.	5,847,500	10	10	...
Morris preferred and * guaranteed	1,175,000	10	10	128
" " " and * guar.	1,696,000	4	4	62
Schoharie Navigation	1,696,000	4	4	62

**WHOLESALE PRICE CURRENT.**

IRON--DUTY: Bars, 1 to 1 $\frac{1}{2}$ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 1 $\frac{1}{2}$ to 1 $\frac{1}{2}$ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2 $\frac{1}{2}$ ; Scrap Cast, \$6; Scrap Wrought, \$8 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch--Coltness.....	per ton 28 @ -
Gartatherrie.....	32 50 @ -
Summerlee.....	- @ -
Carnbroe.....	- @ -
Langloan.....	- @ -
Glengarnock.....	21 @ -
Eglinton.....	29 50 @ 30
Pig, American, No. 1.....	23 @ 24
Pig, American, No. 2.....	22 @ 23
Pig, American, Forge.....	16 @ 21
Bar, Refined, English and American.....	- @ -
Bar, Swedes, assorted sizes.....(gold).....	@ 110
Bar, Swedes, ordinary sizes.....	130 @ 140
Bar, Swedes, Plow sizes.....	- @ -
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 in.....	57 50 @ 60
Bar Refined, 1 to 6 by 1 & 5-16 in.....	62 50 @ 65
Bar Refined, 1 & 1 $\frac{1}{2}$ by 1 & 5-16.....	62 50 @ 65
Large Rounds, 2 $\frac{1}{2}$ @2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ in.....	62 50 @ 72 50
Scroll.....	77 50 @ 122
Oval and Half-round.....	72 50 @ 82 50
Band, 1 to 6 in, by 3-16 to No. 12.....	72 50 @ 77 50
Horse Shoe.....	55 @ 90
Rods, 1 $\frac{1}{2}$ -16 inch.....	67 50 @ 110
Hoop, 1 by No. 22 to 1 & 1 $\frac{1}{2}$ by 13 & 14.....	82 50 @ 132 50
Nail Rod.....	per lb. - 74 @ - 8
Sheet, Russia, as to assortment.....(gold).....	12 @ - 12
Sheet, Single, D. and T. Common.....	41 @ - 41
Sheet, Doubles and Trebles, Charcoal.....	5 @ - 5
Sheet, Galvanized 1st and 2d quality. List 20@35 p c t. disc.	
Rails, English.....(gold).....per ton. 35 @ 36	
Rails, American, at Works in Penna. c.y. 45 @ 50	
STEEL--DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 $\frac{1}{2}$ cents per lb. and 10 per cent. ad val. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb. - 14 @ - 17	
English, Spring (2d and 1st quality).....	- 6 @ - 7
English, Blister (2d and 1st quality).....	- 9 @ - 14
English, Machinery.....	- 104 @ - 11
English, German (2d and 1st quality).....	- 10 @ - 11
American, Blister.....	- @ - 9
American, Cast, Tool.....	- @ - 16
American, Cast Spring.....	- @ - 10
American, Machinery.....	- @ - 11
American, German, Spring.....	- @ -
NAILS--DUTY: Cut, 1 $\frac{1}{2}$ ; Wrought, 2 $\frac{1}{2}$ . Wrought Horse Shoe, 5 cents per lb.; Copper, 46 per cent.; Yellow Metal and Zinc, 25 per cent. ad val.	
10d. to 60d. Com. Fence. & Sheath per keg.	3 @ 3 15
6d. and 9d. "	3 25 @ 3 40
6d. and 7d. "	3 60 @ 3 55
4d. and 6d. "	3 75 @ 3 90
3d. and 4d. Light.....	4 50 @ 4 65
3d. Fine.....	5 25 @ 5 40
2d. Cut Spikes, all sizes.....	6 @ 6 15
TIN--DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 1-10 cents per pound.	
Bianca.....(gold) per lb. - @ - 24	
Straits.....(gold).....	- 19 @ - 20
English, L. & F. ....(gold).....	- 19 @ - 19
English, Refined.....(gold).....	- 19 @ -
Plates--Fair to good brands.	Gold.
I. C. Charcoal.....per box. 7 25 @ 7 50	
I. C. Coke.....	6 25 @ 6 25
Coke Terne.....	5 75 @ 6 25
Charcoal Terne.....	6 75 @ 7 25
PETROLEUM--DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@45 gravity (in bulk).....	74 @ -
Crude 40@47 gravity (in shipping order).....	104 @ - 104
Refined, Standard White (in ship'g order).....	124 @ -
Refined, S. W. (in jobbing lots).....	14 @ - 15
Refined, S. W. (in tin).....	164 @ - 19
Naphtha, Refined (60@73 gravity).....	- @ - 94
Residuum.....(in shipping order) per gall. - @ - 64	
COPPER--DUTY: Pig, Bar and Ingots, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 46 per cent. ad val.	
Copper, New Sheathing, (over 12 oz.) per lb. - @ - 30	
Copper, Bolts.....	- @ - 31
Copper, Braziers' (over 16 oz.).....	- @ - 31
Copper, Nails.....	38 @ 39
Copper, Old Sheathing, &c., mixed lots.....	19 @ 21
Copper, American Ingot Lake.....	23 @ 23
Copper, English Pig.....	- @ -
Yellow Metal, New Sheathing & bronze.....	- @ - 21
Yellow Metal, Bolts.....	- @ - 28
Yellow Metal, Nails, Sheathing & Slating .....	- @ - 21
LEAD--DUTY: Pig, \$2 per 100 lb.; old Lead, 1 $\frac{1}{2}$ cents per lb.; Pipe and Sheet, 2 $\frac{1}{2}$ cents per lb.	
Spanish Ordinary.....(gold) per 100 lb. 7 12 @ -	
German Ordinary.....(gold) 7 12 @ -	
English.....(gold) - @ - 7 12 @	
Foreign Refined.....(gold) - @ -	
Domestic.....(gold) 5 95 @ 6	
COAL--DUTY: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, Penna.; other, 40 cents per 25 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel.....	12 @ -
Liverpool House Cannel.....	18 @ -
anthracite, Penna. c.y. 40 cts. per ton of 25 bushels of 80 lb. to the bushel.	

**Philadelphia Stock Exchange**

*Actual Sale Prices for the week ending Nov. 30.*

Allegheny Val. 7 3-10s.	93				93
7s.	84				
Camden & Am. 6s, 1883 101 $\frac{1}{4}$	101 $\frac{1}{4}$				
6s, 1889	101 $\frac{1}{4}$				
Mort. 6s, 1889					105
Camden and Atlantic					
Preferred		53	53	52	
1st mortgage					
2d mortgage					
Catawissa			18 $\frac{1}{4}$	18 $\frac{1}{4}$	
Preferred		44			
New preferred		42 $\frac{1}{4}$			
7s, new					
Elmira & Williamsport					
Preferred					
7s.					
Hunt. & B. Top Mt.					
Preferred					13 $\frac{1}{4}$
2d mortgage					
Lehigh Navigation	50 $\frac{1}{2}$ x	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$
6s, 1877					
6s, 1884					
Gold Loan			106 $\frac{1}{4}$	107 $\frac{1}{4}$	
Railroad Loan		102 $\frac{1}{4}$			102 $\frac{1}{4}$
Conv. Gold Loan					
Lehigh Valley	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$
6s, new, coupon					
6s, new, registered					
7s.			110		
Little Schuylkill					
7s.					
Minehill & Sch. Haven					
North Pennsylvania					
1st mortgage 6s		106 $\frac{1}{2}$			
2d mortgage 7s					104 $\frac{1}{2}$
Chattel 10s					
Gen'l mort. 7s, coup.					
Northern Central	33	33	33		
Oil Creek & Alleg. Riv. 11 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	
7s.					
Pennsylvania R. R.	50 $\frac{1}{2}$	51	51	51 $\frac{1}{4}$	51
1st mortgage					
Gen'l mortgage			102 $\frac{1}{4}$		
Gen'l mort. reg.			102		
Penn. State 6s, 2d series		106 $\frac{1}{2}$	106		
Penn. State 6s, 3d series					
Philadelphia City 6s, 1861	106 $\frac{1}{2}$				
6s, new	109	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	109
Phila. and Reading	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$
Debenture bonds	81 $\frac{1}{2}$				
7s, of 1893		108 $\frac{1}{2}$			
7s, new, convertible	109				
Gen'l mortgage	109 $\frac{1}{2}$		109 $\frac{1}{2}$		
Gen'l mortgage, reg.					
Philadelphia and Erie	20	19 $\frac{1}{2}$	20	20 $\frac{1}{2}$	19 $\frac{1}{2}$
1st mortgage, 6s					
2d mortgage, 7s	88 $\frac{1}{2}$	88	88 $\frac{1}{2}$		
Schuylkill Navigation					
Preferred		15 $\frac{1}{2}$	15 $\frac{1}{2}$		
6s, 1872					
6s, 1876					
6s, 1882		82 $\frac{1}{2}$		82	82 $\frac{1}{2}$
United Co. of N. Jersey			138 $\frac{1}{2}$		135
Hastonville, (Horse) 29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	29 $\frac{1}{2}$	
Chestnut & Wal. (do.)		94			96
Green and Coates (do.)			56	56	
2d and 3d streets (do.)					
Spruce and Pine (do.)			32 $\frac{1}{2}$	32 $\frac{1}{2}$	
18th and 15th sts. (do.)					
<b>Baltimore Stock Exchange.</b>					
<i>Actual Sale Prices for the week ending Nov. 30.</i>					
	W.24. Tb 25. F.26. Sat.27. M.29. Tu.30.				
Baltimore City 6s, 1886					107 $\frac{1}{2}$
6s, 1890	107 $\frac{1}{2}$	107			107 $\frac{1}{2}$
6s, 1884					
6s, 1900		107			107 $\frac{1}{2}$
6s, 1900, new					
Baltimore and Ohio		173 $\frac{1}{2}$			173
6s, 1890					
6s, 1886					
Central Ohio					
1st mortgage		99 $\frac{1}{2}$			
Marietta & Cincinnati					
1st mortgage, 7s	107 $\frac{1}{2}$		107 $\frac{1}{2}$		107 $\frac{1}{2}$
2d mortgage, 7s	96 $\frac{1}{2}$		96 $\frac{1}{2}$		
3d mortgage, 8s	80		80 $\frac{1}{2}$		80 $\frac{1}{2}$
Northern Central	38				38 $\frac{1}{2}$
2d mortgage, 6s, 1885					
3d mortgage, 6s, 1900					
6s, 1900, Gold					
Orange and Alex. 1st					
2d mortgage, 6s					
3d mortgage, 8s					
4th mortgage, 8s					
O., Alex. & Manassas 7s 80 $\frac{1}{2}$					
Pittsb. & Connellv. 7s	105		105		104 $\frac{1}{2}$
Rich. and Danville 1st					
Virginia 6s, Consol.	66 $\frac{1}{2}$	65	67		67 $\frac{1}{2}$
Coupons	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90
Deferred Certificates	91				
Western Maryland					
1st M., end. by Balt.					
2d M., do.					
3d M., do.					
1st M., unendorsed.					
2d M., end. Wash. Co.					
2d Mort., preferred					
Wilm. Col. Aug. 7s	53				

## New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

Th.25.F.26.Sat.27.M.29.Tu.30. W.1.

Adams Express.	102	102	102	102	102	102
Albany and Susq.						
1st mortgage.						
2d mortgage.						
American Express.	61	60	60	60	60	60
Am. Dock and Imp. 7s.		100				
Atlantic & Pacific pref.		4	4	4	4	4
Atlantic & Pacific Tel.	18	18	18	18	19	
Bost., Hart. & Erie 1st.						
Burl., C. R. & Minn. 1st.						
Canton Co.						
Central of N. Jersey.	105	105	105	105	105	105
1st mortgage, new.						
7s, consolidated.	108					
7s, convertible.						
Central Pacific 6s, gold.	106	106	107	107	107	107
1st M. (San Joaquin).	89	90	90	90	90	90
1st M. (Cal. and Or.).		90	91	91	91	91
Chez and Ohio 1st M.						
Chicago and Alton.	97					
Preferred.						
1st mortgage.						
Sinking Fund.						
Income bonds.						
Chic., Burl. & Quincy.						
7s Coneol, 1893.						
8s, 1883.						
Chic. & Milwaukee 1st.	100		100	100	100	100
Chic., Mil. and St. Paul.	30	36	36	36	36	36
Preferred.	66	66	66	66	66	66
1st mortgage, 8s.	113		113	113	113	113
2d mortgage, 7s-10s.						
7s, gold.		90	90	90	90	90
1st M. (La Crosse div.).	96	96	96	96	96	96
1st M. (I. and M. div.).	82					
1st M. (L and D. div.).						
1st M. (H. & D. div.).						
1st M. (C. & M. div.).						
Consolidated S. F.	81	81	91	81	81	81
Chic. & Northwestern.	30	39	39	38	38	38
Preferred.	54	54	54	54	54	54
1st mortgage.		100				
Sinking Fund.						
Consolidated 7s.	97	98	98	98	98	98
Consol. Gold bonds.	89	89	89	89	89	89
Chic., Rock Isl. & Pac.	105	105	105	105	105	105
7s, 1896.		110				
Clev., Col. C. and Ind.	56	57				
1st mortgage.						
Clev. & Pittsburgh guar.	90	90	89			
7s, Consolidated.						
4th mortgage.						
Clev. P. and Ash. 7s.						
7s, new.						
Clev. and Tol. S. F.						
Col., Chi., & Ind. Cent.	44		44	44	44	44
1st mortgage.	51	50	50	50	50	50
2d mortgage.						
Consol. Coal of Md.						
Del. & Hudson Canal.	123	123	124	123	123	123
Reg. 7s, 1891.						
Reg. 7s, 1884.						
7s, 1894.		107				
Del., Lack. & Western.	120	120	119	119	119	119
2d mortgage 7s.						
7s, Convertible.		124				
Det., Mon. & Tol. 1st.						
Dt. of Columbia 3-6s.	69	68	68	67	67	67
Erie Railway.	18	18	18	18	18	18
Preferred.						
1st mortgage.						
2d mortgage.						
3d mortgage.						
4th mortgage.	92	92	92	92	92	92
5th mortgage.						
Great Western 1st mort.						
2d mortgage.	52					
Hannibal & St. Joseph.	23	22	22	22	21	21
Preferred.	30	29	29	28	28	28
8s, Convertible.	83	82	82	80	80	80
Hudson River 2d mort.						
Illinois Central.	95		95	94	94	94
Kansas Pacific.	13		15	17	16	16
Lake Shore & Mich. So.	62	62	61	60	58	58
Conso. 7s.						
Conso. 7s, reg.						
2d Consolidated.						
Lake Shore Div. bonds.	101	101	101	101	101	101
Long Dock bonds.		104				
L'ville & Nash. 7s Cons.		83				
Michigan Central.	64	64	61	59	58	58
7s, 1902.	102		102	101	100	100
8s 1882.						
M. S. and N. I. 1st, S.F.	105	105				
2d mortgage.						
Morris and Essex.	103	103	103	103	103	103
1st mortgage.	115					
2d mortgage.						
7s of 1871.						
7s, Convertible.		103				
7s, Consolidated.	108					
N. Y. Cent. & Hud. Riv.	106	106	106	105	104	104
7s, Sinking fund, 1876.	108					
6s, Sinking fund, 1883.						
6s, Sinking fund, 1887.	104	104				
1st mortgage.						
1st mortgage, reg.						
N. York and Earlem.						
Preferred.						
1st mortgage.	112	113				
1st mortgage, reg.						

## New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

Th.25.F.26.Sat.27.M.29.Tu.30. W.1.

New Jersey.						
N. Y., N. Haven & Hart.						
North Missouri 1st M.	90	90	90	90	90	90
Ohio and Mississippi.	18	18	18	18	17	17
Preferred.						
2d mortgage.	69					
Consolidated 7s.						
Consol. Sinking fund.						
1st M. (Springfield D.).						
Pacific Mail S. S. Co.	40	40	41	41	41	41
Pacific R. R. of Mo.	12	12	13	13	12	12
1st mortgage.						
2d mortgage.	81					
Pacific 7s, guar. by Mo.						
Panama.						
Pitts., Fl. W. & Chi. 7d.						
1st mortgage.						
2d mortgage.						
St. L., Iron Mt. & S'thn.						
1st mortgage.	92					
2d mortgage.						
S. L., Jack. & Chi. 1st.						
S. L., Kan. City & N.						
Preferred.	26					
Tol., P. & War. 1st E.D.	79					
1st mort., West. Div.	68					
Tol., Wab. & Western.	5	5	5	5	5	5
Preferred.						
1st mortgage.						
2d mortgage.						
7s, Consolidated.						
St. Louis Division.	57	58	58	58	58	58
Union Pacific.	73	74	74	74	74	74
1st mortgage.	103	104	104	105	105	105
Land Grant 7s.	98		100	101	100	100
Sinking Fund 8s.	88	93	93	93	93	93
United States Express.	54		55	55	55	55
Warren.						
Wells-Fargo Express.						
Western Pacific bonds.						
Western Union Tel.	76	76	75	75	74	74
7s, S. F. conv., 1860.						

## Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

Th.25.F.26.Sat.27.M.29.Tu.30. W.1.

Atch., Top. and San. Fe.						
1st mortgage.	69					
Land Grant 7s.	67	66	67			
Income 12s.						
Boston and Albany.	132	132	132	132	132	132
7s, 1895.		112				
Boston and Lowell.	64		54			
7s.						
Boston and Maine.	109	109				
Boston and Providence.			145	145	145	145
Boston, Hart. & Erie 7s.	20	20	20	20	20	20
Boston Water Power.	10	10	10	10	10	10
Burl. & Mo. R. in Iowa.						
Land Grant 7s.						
Burl. & Mo. R. in Neb.	39					
8s, old.						
Carthage and Burl. 8s.						
Cary Improvement.						
Chi., Burl. and Quincy.	113	113	114	115	114	114
7s.						
Cin., Sand., and Clev.	106					
Concord.	84					
Connecticut River.						
Eastern.	12	12	11	10	11	11
7s, Sinking Fund.	55					
Fitchburg.						
Ind., Cin. & Lafayette.	3					
Michigan Central.	64	64	68	68	68	68
Nashua and Lowell.						
Northern, N. H.	74					
Norwich & Worcester.						
Ogdgen. & Lake Champ.						
Preferred.						
Old Colony.	109		109	109	109	109
7s, 1877.						
Ph., Wil. & Baltimore.	61	62				
Portl'd, Saco & Ports.						
Ports., Gt. Falls & Con.						
Pullman Palace Car.	82	82				
Union Pacific.						
6s.						
Land Grant 7s.	101					
Sinking Fund 8s.	87	86	88	94	94	94
Vermont and Canada.						
Worcester and Nashua.						
Cambridge (Horse).						
Metropolitan ("").						
7s.						
Middlesex ("").						
Central Mining Co.	34	34				
Calumet and Hecla.	161					
Copper Falls.						
Franklin.	44					
Quincy.	44					

## New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

Th.25.F.26.Sat.27.M.29.Tu.30. W.1.

FEDERAL STOCKS:-						



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closed the week with a currency balance of \$43,498,808 against \$44,624,362, the preceding week; and a coin hoard of \$42,546,225 against \$42,925,391, on the previous return. The City bank exchanges in currency reached \$827,895,239, or a daily average of \$65,479,049. The customs revenue of the port, during the week, was \$1,680,000. The City banks reported their average of gold last week at \$16,262,500, and their greenback average, at \$47,088,900. Their deposits stood at \$215,808,400. The loan item was \$271,910,200. The circulation was \$18,512,100.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$9,319,300.

The aggregate of the outstanding U. S. currency, of all denominations, December 1st was \$415,361,899. The outstanding amount of legal tender notes is \$373,005,780. The National bank circulation is now \$344,755,821, including \$2,191,850 of national gold bank notes.

The specie shipments from San Francisco, January 1, to November 18, were \$41,430,399, against \$27,198,481 same time in 1874.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$10,558,189; special deposit of legal tenders for the redemption of certificates of deposit, \$42,180,000; Coin, \$70,127,823; Coin certificates \$19,739,000.

The week's import entries of Foreign Merchandise at New York were \$2,983,749, including \$491,808 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 49 millions; and from Customs, 67½ millions.

The U. S. Sub Treasury receipts from all sources in November were \$63,387,072, including \$7,608,527 from customs; payment on all accounts, same time, \$76,460,282, including \$4,348,465 of coin interest.

On Tuesday, the Secretary of the Treasury directed the retirement of \$764,472 of outstanding legal tenders, being 80 per cent. of the amount of national bank circulation issued during the month of November.

Gold has been quite active and much stronger as to price, especially toward the close, chiefly on the increased activity in the speculative dealings, growing out of the warlike rumors relative to the Spanish Cuban question, and the announcement that Government had decided to suspend sales of Gold for the present. The extremes of the price during the week have been 114½@115½, closing on Wednesday at 115½ as against 114½, on Wednesday of the preceding week. The specie outflow last week was \$706,564 against \$397,500 the previous week. The imports of specie at this port since Jan. 1, have been \$11,451,284, against \$5,619,794 same time last year. The customs demand for gold last week averaged \$386,000 per day. Foreign Exchange has been quite moderately dealt in and quoted weaker toward the close. Bankers' sixty day bills on London closed on Wednesday at \$4 88@\$4 88½; sight bills on London at \$4 86½@\$4 87 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,549,352. The week's

imports of Dry Goods and general merchandise were to the specie value of \$2,983,749, as against \$4,718,785 the corresponding week of last year.

Government Securities have been quite active, considering the meagre offerings of bonds at the current quotations, which show a firmer market. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$365,829,912.

U. S. Sixes of 1881 closed on Wednesday of this week at 123½@124½; U. S. Five-Twenties of 1864, at 115½@116; U. S. Five-Twenties of 1865, 116½@116½; U. S. Five-Twenties of 1865, consolidated, 120½@121; U. S. Five-Twenties of 1867, 122½@123; U. S. Five-Twenties of 1868, 122½@123; U. S. Ten-forties at 118@118½; U. S. Fives of 1881, (Funding Loan) 117½@117½; Six per cent. currency Sixes, 125@125½.

State and Railway bonds have been in good request, mainly for permanent investment, at generally firmer prices, closing, as a rule, quite buoyantly.\* And in the line of Railway and Miscellaneous share property, business has been more animated with values, unusually variable, but in most instances, closing decidedly stronger.

General business has been fair for the season in the leading kinds of Produce and Merchandise, with values of Breadstuffs, Provisions, Cotton, Naval Stores and Petroleum, Wool, and Tobacco fairly supported. Groceries stronger and at the close quite buoyant, in the instance of Coffee and Sugar. Metals rather more active, but with American Pig Iron quoted weaker. Eglinton Pig Iron quoted here at \$29 50@\$30; Glengarnock, \$32; Coltness \$33; No. 1 American Pig at \$23@\$24; No. 2 do. at \$22; Forge, \$17@\$20; English Rails (in bond) \$35@\$38 gold; American Rails, at works, \$46@\$50; Old Rails, \$22 50@\$23 50. Wrought Scrap, \$30. Ocean freights have been more active at advanced rates, with room for Grain, Flour, Cotton, Provisions, Petroleum, and Tobacco more sought after.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Galena and Chicago 1st mort., 105½; Lehigh and Wilkesbarre 7s, conv., ex int., 96½; Chesapeake and Ohio 1st mort., coupon on, 81; Boston Air Line 1st mort., 101½; Rome, Watertown and Ogdensburg 7s, consol, 90; South Pacific R. R. of Missouri 6s, 58½; Am. Dock and Imp. 7s, 100; Third Avenue R. R., 140; New Jersey Southern R. R., 1½; Missouri, Kansas and Texas R. R., 8; Maryand Coal, 18; Pennsylvania Coal, 27½; American Coal, 48; Spring Mt. Coal, 66; Am. Dist. Tel., 20; Missouri 6s, long bonds, 102½; do. 6s, 1877 and 1878, 102½; do. 1876, 102; do. fund bonds, 1894-95 103½; Tennessee 6s, old, 47; do. new, 45; do. n. s., 45; Georgia 7s, new, 102½; Brooklyn 6s, W. L., 103½. The latest quotations are: Pacific Mail, 41½@41½; Western Union Telegraph, 74½@75; Atlantic and Pacific Tel., 18½@19; Quicksilver Mining, 17@17½; do. pref., 22½@23½; Mariposa Land and Mining, 7½@8; Adams Exp., 102@103; American Exp., 60@60½; U. S. Express, 50@53; Wells-Fargo Express, 82@83½; Chicago and Alton, 97@97½; Cleveland and Pittsburg, 90@90½; Chicago and Northwestern, 38½@38½; do.

pref., 53½@53½; Chicago Rock Island and Pacific, 105@105½; Chicago, Milwaukee and St. Paul, 35½@35½; do. pref., 65½@65½; Cleveland, Columbus, Cincinnati and Indianapolis, 56@58; Columbus, Chicago and Indiana Central, 4@4½; Delaware, Lackawanna and Western, 119½@119½; Erie, 15½@15½; Hannibal and St. Joseph, 21½@22; do. pref., 27½@28; Lake Shore and Michigan Southern, 58½@58½; Michigan Central, 58@58½; New York and Harlem, 132½@133½; N. Y. Central and Hudson River, 104½@104½; Ohio and Miss., 17½@17½; Panama, 126½@127½; Toledo, Wabash and Western, 5½@5½; Pacific R. R. of Missouri, 18@18½; Union Pacific, 79½@80; do. 1st mort., 105@105½; do. 7s, land grant, 100%@101; do. sinking fund 8s, 94½@95; Central Pacific 6s, gold, 106½@107.

**Boston.**—Cin., Sand. and Clev. 7s, 1890, 70; Atchison, Topeka and Santa Fe 2d mort., 37½; do. Icomie 12s, 93; Michigan Central (Air Line) 8s, 100; Eastern R. R. 7s, 1883, and 1884, 52½; Keokuk and St. Paul 8s, 106; Framingham and Lowell 7s, 1890, 85; Lowell and Andover 6s, 1894, 98½; Nashua and Lowell 6s, gold, 101½; Boston and Lowell 7s, 1894, 100½; Mansfield and Framingham 7s, 94½; Burlington and Missouri River L. G. 7s, 106½; Portsmouth, Gt. Falls and Conway 7s, 47½; Old Colony 7s, 1877, reg., 101½; Michigan Air Line 8s, 96½; Boston and Maine 7s, 1894, 110½; Chicago, Iowa and Nebraska R. R., 109½; Middlesex Horse R. R., 76½; Ogdensburg and Lake Champlain R. R., pref., 75; Summit Branch 36½; Cheshire R. R., 41½; Connecticut and Passumpsic Rivers R. R. pref., 84; Norwich and Worcester R. R., 126; Connecticut River R. R., 134½; South Boston Horse R. R., 60; Metropolitan R. R., 56½; Rutland R. R., pref., 14; do. Equip. 7s, 1880, 50; Vermont and Canada R. R., 30; Concord R. R., 79½; New Bedford R. R., 114½; Portland, Saco and Portsmouth R. R., 65@73½; Brookline Land, 4; Boston Land, 6; New Hampshire 6s, 1904, 106½; Boston 6s, 1904, 108½; do. 6s, 1880, 105½; do. 6s, 1877, 101½; do. 5s, 1877, gold, 112½; do. 1882, 110½; Cambridge 6s, 106; do. 5s, 1893, gold, end., 104½; Cook Co., Ills., 7s, 1880, 103½; do. 1890, 104½; Portland 6s, 1907, 100%; Fall River 5s, 1895, gold, 102½; Fitchburg 6s, 1893, 104½; Providence 5s, 1900, gold, 104½; St. Louis County 6s, 1900, gold, 103½; Duncan Mining Co., 1½; Pewabic, 4½; Ridge, 7.

**Philadelphia.**—Texas Pacific L. G. 7s, 22; Philadelphia and Reading Coal and Iron mort. 7s, 90; Am. S. S. Co. 6s, 78; Pittsburgh, Cin. and St. Louis 7s, 75½; Wilmington and Reading 1st mort., 44; Northern Pacific 7-30s, 15½; Lehigh Valley consol. mort. 6s, 97½; Empire Transp. 8s, 103; Belvidere Delaware 3d mort., 94½; Chesapeake and Delaware Canal 6s, 88; West Jersey R. R. 7s, 103½; Pennsylvania and New York 7s, 109; Philadelphia, Wilm. and Balt. R. R., 61½; Germantown Pass. R. R., 67; Union Pass. R. R., 104; Nesquehoning Valley R. R., 55; Philadelphia and Trenton R. R., 131½; 17th and 19th streets R. R., 44. The latest quotations are: City 6s, 105@105½; do. free of tax, 109½@109%; Pennsylvania State 6s, 2d series, 105½@106½; do. 3d

series, 118½@114; Philadelphia and Reading, 55½@55½; do. Gen'l mort. 7s, coup., 109@—; do. reg., 109@—; do. mort. 6s, 1880, 105@—; do. 7s, new conv., 109½@109½; do. 7s, 1893, 108½@—; United New Jersey R. R. and Canal Co., 184½@135; Camden and Amboy mort. 6s, 1889, 103@104; Pennsylvania R. R., 50%@51; do. 1st mort., 105½@105½; do. general mort. coupon, 102½@102½; do. reg., 101½@102; Little Schuylkill R. R., 51½@52; Morris Canal, 52½@—; do. pref., 180@135; do. 6s, 100@—; Susq. Canal, 8@—; do. 6s, 77@78; Schuylkill Nav., 7½@—; do. pref., 15@15½; do. 6s, 1882, 82½@82½; do. 1872, 96@96½; do. 6s, Imp., 90@—; Elmira and Williamsport pref., 88½@40; do. 7s, 103½@104½; do. 5s, 61@—; Lehigh Coal and Navigation, 50%@50½; do. 6s, 1884, 102½@—; do. R. R. Loan, 102½@—; do. Gold Loan, 106½@106½; North Pennsylvania, 52½@53; do. 6s, 106@—; do. 7s, 105@106; do. Gen'l mort. 7s, 104½@105; Philadelphia and Erie, 19½@20; do. 6s, 98@—; do. 7s, 88½@88½; Minehill, 54@55; Catawissa, 18½@19; do. pref., 44@44½; do. new pref., 42@43; do. 7s, 1900, 106@—; Lehigh Valley, 62½@62½; do. 6s, new coupon, 105@—; do. reg., 103½@—; do. 7s, 109½@110; do. 6s., consol. mort., 97½@98; Fifth and Sixth streets (horse), 62@65; Second and Third, 78@81; Thirteenth and Fifteenth, 85@85; Spruce and Pine, 32½@33; Green and Coates, 55@56½; Chestnut and Walnut, 94@95; Hestonville, 29½@29½; Germantown, 68@—.

*Baltimore.*—Baltimore 6s, 1875, 104½; do. 1893, 107; Cincinnati 7-30s, 105; Norfolk Water 8s, 100½; Maryland Defense 6s, 111; Virginia Black scrip, 18½; Union R. R. 1st mort. guar., 96%; Virginia and Tennessee 8s, 78; Cincinnati and Baltimore R. R. 7s, 101; Santa Clara Mining Co., 22; do. bonds, 42½. The latest quotations are: Wilmington and Weldon 7s, 97@99; Wilmington, Columbia and Augusta 7s, 45@52; Richmond and Danville 1st mort., 69@70; Pittsburgh and Connellsville 7s, 1898, 104½@105; Baltimore and Ohio 173@175; do. 6s, 1880, 106@—; do., 1885, 106@—; Washington Branch, 120@—; Northern Central, 33@34; do. 6s, 1877, 100@—; do. 6s, 1885, 108½@105; do. 6s, 1900, 99@100; do. 6s, 1900, gold, 100@100%; N. W. Va. 3d mort. 1885, 100@—; Marietta and Cincinnati 1st mort. 7s, 1892, 107½@108; do. 2d mort. 7s, 96½@96½, do. 3d mort. 8s, 80@81; Central Ohio, 41½@42; do. 1st mort., 99½@100; Western Maryland, 6@7½; do. 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 106@106½; do. 2d mort. guar., 105@—; do. 3d mort. guar., 105½@106; do. 2d mort. pref., 90@90½; do. 2d mort. guar. by Washington Co., 98@100; Virginia and Tennessee 2d mort. 6s, 73@75; do. 3d mort. 8s, 73@75; Orange and Alexandria 1st mort. 6s, 80@88; do. 2d mort. 6s, 70@75; do. 3d mort. 8s, 69@71; do. 4th mort. 8s, 56½@56½; Orange, Alex. and Manassas 7s, 81@82½; Baltimore 6s, 1875, 104½@104½; do. 1884, 107@—; do. 1886, 107@107½; do. 1890, 107½@107½; do. 1900, 106½@107½; do. 1902, 107@107; do. 6s, exempt, 109@109½; do. 5s, 88@—; Memphis City 6s, —@38; Maryland Defense 6s, 1883, 110%@111½; do. 6s, 1890, 104@—; do. 6s, exempt, 110%@111; do. 5s, 88@—; Virginia coupon 6s, old, 35@40; do. new, 41@45; do.

consol. 6s, 67½@67½; Virginia coupons, 89½@90½; West Virginia def. certif., 9½@9½; City Passenger R. R., 28@30; George's Creek Coal, 140@—; Atlantic Coal, 250@—; Am. Gas Coal, 20@30; Canton Co., 35@40.

#### The Miller Improvements Again!

The Davenport, Iowa, *Democrat*, of the 27th ult., recounts what it is pleased to call a "terrible railroad accident" on the Chicago, Rock Island and Pacific Railroad at Homestead Summit, but which it afterwards qualifies as "the most miraculous railroad incident in all railroad history." The facts are: the company had been grading at the Summit, cutting down the track, on one side about fifteen feet. While this work was in progress the day trains used the old or high track, so that the dirt trains might not be interfered with in the cut. During the night the dirt cars were set upon the high track, and the trains were run through the cut. Now comes the "incident." It is night. The switch is set for the lower track. A train from the west, consisting of a locomotive, tender, five coaches and two baggage cars, approaches at a twenty-five mile rate. The locomotive and tender take the track through the cut, while the cars, owing to the shifting of the switch, had glided along upon the upper track. The cause of the diversion was the breaking of the target pin. The result was: that while the locomotive was all right below, the cars had encountered the dirt train above. The forward baggage car struck the rear dirt car, and being set higher up passed along upon it, crunching up things until the trucks met: then the train stopped. Not a wheel had left the track, not a jar had been felt by the passengers. The sleepers slept on undisturbed. The bending of the king-bolt was the principal damage. The train was reconnected, run back to Homestead station, and the damaged car switched out, when the train resumed its journey and reached its destination only an hour behind time. The preservation of the train from a general smash-up is attributed to the Miller platform and coupling. But for that it was conceded by all hands the train must have pitched into a heap of ruins.

#### Washington City, Virginia Midland and Gt. Southern Railroad.

At the annual meeting of the stockholders of this company, held at Danville, Va., on the 25th ult., the president, Mr. John S. Barbour, submitted the annual report, showing the total receipts and income of the road for the past fiscal year to be \$1,038,980 57, and net earnings (after paying expenses including \$41,144 44, trackage charges to Chesapeake and Ohio Railroad for use of track between Gordonsville and Charlottesville, and to the Alexandria and Fredericksburg and Baltimore and Potomac Railroads north of Alexandria,) to be \$401,612 72. The report also shows the mortgage debt of the company to be \$6,667,454; floating debt secured, \$966,047 54; do. unsecured \$582,092 64; total debt \$8,225,594 48.

The report further expresses regret that the financial condition of the company is not more satisfactory, and states that means had been adopted to lessen the expenses and bring the necessary outlay within the limits of its income, which proved to be of only temporary relief owing to the lack of business consequent on the

depressed condition of the country. It also attributed the smallness of the receipts to the low rates of tonnage and passenger travel, necessitated by the competition of other lines. The report also urges the construction of an independent line between Charlottesville and Gordonsville to avoid heavy charges now imposed by the use of another line.

Mr. John S. Barbour was unanimously reelected president, with the following directors: W. G. Cazenove, C. F. Buttelle, E. C. Marshall, S. A. Coffman, I. F. Slaughter, W. D. Hart, R. A. Coghill, C. M. Blackford, T. C. S. Ferguson, W. E. Sims, G. T. Pace, and C. G. Holland.

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TIME LOANS NEGOTIATED.

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 The exports from Basle, Switzerland, to the United States for the year ending Sept. 30, aggregated in value \$4,244 012, a decrease from last year of \$818,605. The principal goods exported were silk ribbons, silk tissues, straw and hair goods, watches, cheese and Albumen.

 Another one of Stephenson's one horse cars reached Sacramento on the 28th ult., and two more were expected in a day or two.

 The last boat for the season of the Delaware and Hudson Canal Company was loaded at Honesdale on the 27th ult.

 The Wisconsin Valley Railroad will be extended to Jenny in the spring.

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	COMPANIES.										PASSENGER RAILROAD BOND									
	Length track equiv. single.	Horses and Dummies.	Cars.	Cost of Road and Equipment.	Share Capital.	Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid Capital.	Value of Shares.	COMPANIES.	Amount out- standing.	Inter- est Rate.	Pay- able.	Principa- lly payable.	Market Price.			
Sept. 30, '74	9.50	122	43	Albany ..... N.Y.	\$ 201,244	200,000	\$ 60,000	\$ 110,953	35,070	6 <sup>1</sup> / <sub>2</sub>	100	100	Albany:	\$ 60,000	pc	J. & J.	1883	...		
Sept. 30, '74	1.04	—	—	Albany st. Freight (B'ton), Mass.	49,288	75,000	—	5,238	4,138	100	100	1st Mortgage.....	115,000	7	J. & O.	1881	...			
Sept. 30, '74	25.00	469	87	Atlantic Avenue (Bklyn) .... N.Y.	762,670	680,000	655,000	14,407	295,046	63,201	100	100	2d Mortgage.....	100,000	7	J. & O.	1884	...		
Sept. 30, '74	11.85	367	66	Avenue (C. N. Y. City) .... N.Y.	1,600,000	500,000	900,000	200,000	297,301	49,702	100	100	Consolidated Mortgage.....	440,000	7	J. & J.	1885	...		
Sept. 30, '74	9.25	707	103	Baltimore City (Md.) .... Md.	1,000,000	1,000,000	—	—	—	3	25	25	Avenue C:	900,000	7	J. & O.	1896	...		
Sept. 30, '74	24.00	432	60	Bleek, st. & F.F. (N.Y.C.) N.Y.	1,801,674	900,000	604,000	51,540	259,640	46,457	100	100	1st Mortgage.....	694,000	7	J. & J.	1880	...		
Sept. 30, '74	5.82	—	—	Boston and Chelsea ..... Mass.	110,000	110,000	—	8,800	7,478	6 <sup>1</sup> / <sub>2</sub>	100	100	Bleeker St. & Fulton Ferry:	200,000	7	J. & D.	1882	...		
Sept. 30, '74	13.87	297	58	Broadway (Brooklyn) .... N.Y.	469,264	200,000	200,000	47,531	311,548	32,599	12	100	Broadway (Brooklyn):	100,000	7	J. & J.	1882	...		
Sept. 30, '74	16.25	1200	148	B'way & 7th Av. (N.Y.C.) N.Y.	8,900,100	2,100,000	1,500,000	230,000	980,392	287,962	6	100	1st Mortgage.....	600,000	7	"	1884	...		
Sept. 30, '74	7.65	4	32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000	—	56,957	24,616	100	100	Brooklyn and 7th Avenue:	80,000	7	J. & J.	1800	...		
Sept. 30, '74	81.50	2091	429	Brooklyn City .... N.Y.	2,430,000	2,000,000	300,000	70,000	1,514,444	312,618	14	10	1st Mortgage.....	300,000	7	J. & J.	1888	...		
Sept. 30, '74	18.50	264	74	Brooklyn City & Newtown N.Y.	513,273	300,000	400,000	32,355	197,186	66,122	100	100	Brooklyn City:	300,000	7	"	1882	...		
Sept. 30, '74	19.83	301	64	Brooklyn, Cross-Town .... N.Y.	717,572	395,000	300,000	2,300	174,928	32,566	100	100	Brooklyn City & Newtown:	400,000	7	J. & D.	1879	...		
Sept. 30, '74	10.50	402	80	Buffalo East Side ..... N.Y.	166,389	28,000	—	139,322	132,551	103,572	100	100	Brooklyn Cross-Town:	100,000	7	J. & J.	1888	...		
Sept. 30, '74	17.62	330	52	Buffalo street ..... N.Y.	628,252	100,000	431,000	147,403	287,587	107,922	10	100	Buffalo Street:	100,000	7	M. & N.	1893	...		
Sept. 30, '74	11.00	157	31	Bushwick (Brooklyn) .... N.Y.	400,650	302,000	102,000	2,065	77,023	6,919	100	100	Bushwick:	102,000	7	J. & J.	1889	...		
Sept. 30, '74	29.31	—	—	Cambridge (Boston) .... Mass.	800,500	800,500	150,000	—	76,045	76,045	100	100	Cambridge (Boston):	18,500	6	"	1881	...		
Sept. 30, '74	10.26	142	24	Cen. P., N. & E. (N.Y.C.) N.Y.	2,011,292	1,676,700	1,200,000	11,111	731,709	103,125	4	100	Central Park, N. & E. River:	550,000	7	F. & A.	1882	...		
Oct. 31, '74	9.11	350	48	Citizens' (Pittsburg) .... Pa.	232,476	192,750	—	—	363,451	108,068	41	50	Coney Island & Brooklyn:	650,000	7	M. & N.	1890	...		
Oct. 31, '74	9.07	212	38	Citizens' (Pittsburg) .... Pa.	179,570	184,000	50,000	4,000	192,301	38,978	24	50	Coney Island & Brooklyn:	307,000	7	J. & J.	1877	...		
Sept. 30, '74	15.03	240	46	Coney Island & Brooklyn, N.Y.	716,759	500,000	307,000	37,845	225,020	7,312	100	100	D. Dock, E. Bdw. & Battery:	915,000	7	J. & D.	1891	...		
Sept. 30, '74	11.25	1010	134	Dry Dock, E. B. & B. (N.Y.C.) N.Y.	1,25,403	200,000	915,500	—	901,150	260,595	8	100	Eighth Avenue (N. Y.):	155,500	7	J. & J.	1877	...		
Oct. 31, '74	1.65	10	3	Easton and S. Easton ..... Pa.	29,562	29,562	—	—	8,000	1,801	7	25	Empire:	203,000	7	J. & J.	1890	...		
Sept. 30, '74	10.00	1106	132	Eighth Avenue (N.Y City) N.Y.	1,782,903	1,000,000	203,000	95,000	822,459	135,940	12	100	Empire: guar.	150,000	7	"	1890	...		
Oct. 31, '74	7.75	—	—	Empire (Philadelphia) .... Penn.	106,000	—	200,000	—	139,836	12,460	50	—	42d st. & G'd st. Ferry (N.Y.):	236,000	7	A. & O.	1883	...		
Oct. 31, '74	5.59	61	24	Federal St. & Pl. Val. (Pbg.) Pa.	149,311	77,925	75,000	—	45,209	9,719	25	25	Federal & Southwark (Ph) Pa.	100,000	7	J. & D.	1879	...		
Sept. 30, '74	10.26	540	72	Federal st. & G'd st. (N.Y.C.) N.Y.	1,054,679	48,000	236,000	51,111	346,778	45,224	9	100	1st Mortgage.....	250,000	7	J. & D.	1879	...		
Oct. 31, '74	17.37	401	55	Frankford & Southwark (Ph) Pa.	851,30	500,000	300,000	—	422,518	92,311	10	50	2d Mortgage.....	100,000	7	J. & J.	1877	...		
Sept. 30, '74	4.00	26	5	Genesee & Water St. (Syr.) N.Y.	67,970	42,500	19,000	—	24,538	7,931	100	100	Grand St. P. & Flatbush:	20,000	7	A. & O.	1887	...		
Oct. 31, '74	34.04	367	63	Germantown (Phila) .... Pa.	601,719	309,636	350,000	—	406,111	98,312	6	50	Grand St. & Newtown:	20,000	7	"	1891	...		
Sept. 30, '74	8.00	200	40	Gr'd st. & Newtown (B'n) N.Y.	314,968	170,000	90,000	19,492	91,891	10,159	100	100	Grand St. & Newtown:	155,500	7	J. & J.	1877	...		
Sept. 30, '74	8.00	200	40	Gr'd St. Prop. F'k & Flatb. N.Y.	455,716	200,000	200,000	90,961	143,338	53,834	100	100	Grand St. & Newtown:	155,500	7	M. & N.	1891	...		
Oct. 31, '74	7.25	200	42	Green and Coates st. (Phila) Pa.	256,701	150,000	100,000	—	179,333	78,313	4	50	Green and Coates street:	90,000	7	A. & O.	1887	...		
Sept. 30, '74	1.95	171	24	Harlin Br. & F'dham N.Y.	297,190	290,100	133,000	—	94,334	20,778	100	100	Green and Coates street:	100,000	7	J. & J.	1877	...		
Sept. 30, '74	11.68	398	60	Hous. W. st. & Pavonia F'y. N.Y.	700,000	238,750	478,500	—	—	—	100	100	Green and Coates street:	100,000	7	J. & D.	1879	...		
Oct. 31, '74	11.34	132	35	Heat, Mant. & F'mount (Ph) Pa.	402,379	300,000	100,000	4,817	307,321	83,911	10	50	Green and Coates street:	100,000	7	J. & J.	1877	...		
Sept. 30, '74	6.50	292	53	Highland (Boston) .... Mass.	423,087	200,000	74,000	233,217	195,087	33,056	9	100	Green and Coates street:	100,000	7	J. & J.	1877	...		
Sept. 30, '74	10.40	120	32	Jamaica, Woodh'n & Bklyn N.Y.	100,000	100,000	—	—	25,495	278	100	100	Green and Coates street:	100,000	7	M. & N.	1891	...		
Sept. 30, '74	3.86	33	3	Kingston and Rondout .... N.Y.	91,707	75,000	6,000	—	21,755	1,039	100	100	Green and Coates street:	100,000	7	J. & J.	1890	...		
Oct. 31, '74	5.32	121	21	Lombard and South st. (Ph) Pa.	179,816	150,000	60,000	—	101,319	39,412	10	25	Lombard and South st. (Ph) Pa.	25,000	7	J. & D.	1879	...		
Sept. 30, '74	4.87	43	12	Lowell Horse ..... Mass.	97,309	93,100	—	—	4,500	2,917	100	100	Lowell Horse:	100,000	7	J. & J.	1878	...		
Sept. 30, '74	12.62	241	57	Lynn and Boston ..... Mass.	291,296	200,000	36,500	57,000	168,906	41,817	100	100	Lynn and Boston:	100,000	7	J. & J.	1877	...		
Sept. 30, '74	5.30	54	15	Medford & Charlest. (B'n) Mass.	33,414	21,000	—	—	36,063	2,571	100	100	Medford & Charlest. (B'n) Mass.	100,000	7	J. & J.	1877	...		
Sept. 30, '74	49.24	1396	236	Metropolitan (Boston) .... Mass.	2,621,673	1,500,000	187,000	884,196	1,093,888	150,802	84	100	100	Metropolitan (Boston):	150,000	7	J. & J.	1891	...	
Sept. 30, '74	15.97	312	63	Middlesex (Boston) .... Mass.	684,881	400,000	226,000	255,518	252,795	63,293	100	100	Middlesex (Boston):	100,000	7	J. & J.	1877	...		
Sept. 30, '74	3.82	33	38	New Bedf'd & Fairhaven Mass.	80,830	50,000	—	—	29,230	24,193	100	100	New Bedf'd & Fairhaven Mass.	100,000	7	J. & J.	1877	...		
Sept. 30, '74	6.31	32	7	Newbury & Amesbury Mass.	46,854	37,250	—	—	9,734	1,351	100	100	Newbury & Amesbury Mass.	100,000	7	J. & J.	1878	...		
Sept. 30, '74	4.00	2	16	New York Elevated .... N.Y.	1,500,000	798,300	—	108,321	81,047	2,072	100	100	New York Elevated:	100,000	7	J. & J.	1878	...		
Sept. 30, '74	7.50	47	9	New Wm'sburg & Flatbush N.Y.	600,000	300,000	300,000	9,297	74,480	10,010	100	100	New Wm'sburg & Flatbush N.Y.:	133,000	7	"	1880	...		
Sept. 30, '74	6.10	240	20	Ninth Avenue (N. Y. City) N.Y.	99,422	79,730	207,000	19,708	104,794	10,422	100	100	Ninth Avenue (N. Y. City) N.Y.:	125,000	6	J. & D.	1880	98		
Sept. 30, '74	3.20	13	2	Northampton .... Mass.	50,125	50,000	—	—	7,956	6,812	100	100	Northampton:	100,000	6	M. & S.	1884	...		
Sept. 30, '74	11.24	154	36	North 2d st. & Middle 7v. N.Y.	223,163	234,900	25,000	66,967	81,289											

**Finances of Ohio.**

We give below in full the Semi-Annual Report of the Commissioners of the Sinking Fund to the Governor:

**SINKING FUND.**

The payments into the State Treasury to the credit of the sinking fund, and the disbursements from said funds, for the period covered by this report, six months ending November 15, 1875, were:

**Receipts:**

Balance subject to draft, May 16, 1875 .....	\$669,576 56
Taxes.....	572,266 68
School lands, section 16 .....	24,162 08
School lands, section 29 .....	442 88
School lands, Virginia Military.....	200 00
Surplus revenue.....	358 09
Canal lands.....	4,000 05
Agricultural and Mechanical College fund .....	1,207 50
S. S. Rickly's assets.....	1,471 80
General revenue fund, repayment .....	130,000 00
Returned from New York .....	3,350 60
	<hr/>
	\$1,407,036 24

**Disbursements:**

Principal of funded debt.....	\$18,019 58
Interest on funded debt.....	254,830 17
Interest on irreducible debt .....	10,000 00
Expenses.....	1,107 85
	<hr/>
	283,957 60

Balance subject to draft, Nov. 15, 1875 .....	\$1,123,078 64
---	----------------

The sum of \$2,500 was on deposit with the American Exchange National Bank, New York city, for the redemption of the loan of 1868, still outstanding though not bearing interest; and the true balance of the sinking fund, therefore, was \$1,125,578 64.

**PUBLIC FUNDED DEBT.**

Owing to the inability of the Commissioners to make purchases of Ohio State stocks at reasonable rates, no material change has been made in the amount of the funded debt of the State since our last report; nor, we may add, was it reduced any great extent during the entire fiscal year. The reductions for the year amount to only \$38,235 18, of which all but the sum of \$5,270 should be credited to the last six months. The changes since the 15th of May last were as follows:

The amount of the outstanding funded debt of the State on the 15th of May, 1875, was .....	\$7,982,935 30
The redemptions were :	
Loan of 1870 .....	\$15,000 00
Loan of 1875.....	18,015 18
	<hr/>
	33,015 18

Outstanding Nov. 15, 1875.....	\$7,949,920 12
--------------------------------	----------------

This sum consists of the following loans :	
Foreign debt—payable at New York :	
Loan payable July 1, 1868, not bearing interest.....	\$2,500 00
Loan payable after December 31, 1875, bearing 6 per cent interest. 1,473,114 82	
Loan payable after June 30, 1881, bearing 6 per cent interest..... 4,072,640 30	
Loan payable after December 31, 1886, bearing 6 per cent interest. 2,400,000 00	
	<hr/>
Total foreign debt .....	\$7,948,255 12

Domestic debt—payable at Columbus :	
Canal loan, not bearing interest....	1,665 00
	<hr/>

Total funded debt.....	\$7,949,920 12
------------------------	----------------

It will be observed that the sum of \$1,473,114 82 of the funded debt becomes payable at the pleasure of the State after Dec. 31, 1875, though in financial it is regarded as maturing on the 1st day of January next, and will then cease to be

called at the New York Stock Exchange. The condition of the sinking fund will not be such as to enable the Commissioners to redeem all of the loan in question at that time, and, in consequence of that fact, they have notified the holders of only \$868,230 47 thereof to present their certificates to the American Exchange National Bank, New York city, for payment on that day, when interest thereon will terminate. An extension of three months in which to pay the remainder of the loan, \$604,884 35, has been very promptly and cheerfully granted by its holders, and through the receipt from taxes and the repayment of the \$450,000 temporarily transferred to the Asylum fund two years ago, it is expected that the Commissioners will be in possession of funds to retire the uncalled for balance within the period stated.

**NEW YORK AGENT.**

The American Exchange National Bank still acts as the disbursing agent of the Commissioners at New York city, and the readiness, promptness and fidelity that continue to characterize its discharge of the duties connected with that position without cost to the State, merit at least a recognition of the services so rendered.

Respectfully submitted,  
JAMES WILLIAMS,  
Auditor of State,  
WILLIAM BELL, JR.,  
Secretary of State,  
JOHN LITTLE,  
Attorney General,  
Commissioners of the Sinking Fund.

**United States Mint.**

Dr. Linderman, Director of the Mint, has made his report to the Secretary of the Treasury. It shows the operations of the Mint and Assay offices for the fiscal year ended June 30, 1875, from which it appears that the amount of gold and silver deposits and purchases, coins struck and bars manufactured were as follows:

Gold deposits.....	\$43,152,584 50
Silver deposits and purchases.....	18,504,406 07

Total amount received and operated upon.....	\$61,456,990 57
--	-----------------

Deducting redeposits, bars made and issued by one institution and deposited at another the deposits were :

Gold.....	\$38,556,293 90
Silver.....	16,070,626 54

Total.....	\$54,626,920 44
------------	-----------------

**COINAGE.**

	Pieces.	Value.
Gold .....	1,739,062	\$33,553,965
Silver.....	22,828,216	10,070,368
Minor .....	14,629,500	280,875

Total.....	89,191,778	\$43,854,708
------------	------------	--------------

The total gold and silver bullion deposited and purchased, including redeposits, was as follows:

Mint at Philadelphia.....	\$9,804,788 23
Mint at San Francisco .....	31,489,897 90
Mint at Carson City.....	5,570,968 32
Mint at Denver .....	992,119 49
Assay Office, New York.....	13,475,247 12
Assay Office, Boise City, Idaho T.....	117,779 48
Assay Office, Charlotte, N. C.....	6,690 03

The coinage at the different mints was as follows:

Mint at Philadelphia—Gold coinage 278,258 pieces, value \$6,162,870; silver trade dollars 476,800 pieces, value \$476,800; silver subsidiary coin 11,010,400 pieces, value \$2,168,710; minor do. 14,629,500 pieces, value \$230,375; total 26,894,958 pieces, value \$9,038,755.

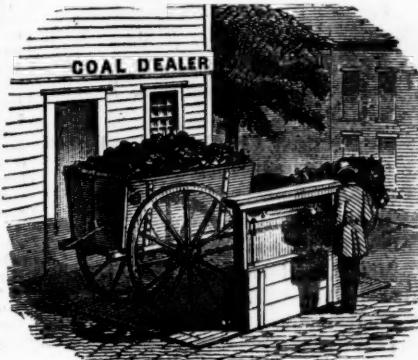
Mint at San Francisco—Gold coinage 1,330,000 pieces, value \$26,200,000; silver trade dollars 2,379,000 pieces, value \$8,379,000; silver subsidiary coin 4,895,000 pieces, value \$948,000; total 9,604,000 pieces, value \$30,527,000.

Mint at Carson—Gold coinage 130,804 pieces, value \$2,191,095; silver trade dollars 1,841,700 pieces, value \$1,841,700; subsidiary coin 1,220,316 pieces, value \$256,158; total 3,192,820 pieces, value \$4,288,958.

Total coinage 39,191,778 pieces, value \$43,854,708.

**Wisconsin Central Railroad.**

The Milwaukee *Wisconsin* says that nearly ten miles of this road have been graded and the iron track laid south of Stevens Point on its extension towards Portage City. Mr. Phillips, the General Manager, expresses the conviction that eighteen or twenty miles more of the track will be laid before the close of the winter work. The season, so far, has been very favorable. It may not continue so, and therefore it is uncertain how many miles of track will be laid down before the first of February. But the general outlook now promises that the road will be in complete running order from Stevens Point to Portage City, 70 miles, by the 4th of July, 1876.

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**SCALES**

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**SCALES**

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**FAIRBANKS & CO., 53 Camp Street, N.-w Orleans.**  
**FAIRBANKS & CO., 93 Main Street, Buffalo, N. Y.**  
**FAIRBANKS & CO., 338 Broadway, Albany, N. Y.**  
**FAIRBANKS & CO., 403 St. Paul's Street, Montreal.**  
**FAIRBANKS & CO., 34 King William St., London, Eng.**  
**FAIRBANKS, BROWN & CO., 2 Milk St., Boston, Mass.**  
**FAIRBANKS & EWING, Masonic Hall, Phila., Pa.**  
**FAIRBANKS, MORSE & CO., 111 Lake St., Chicago.**  
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**FAIRBANKS, MORSE & CO., 48 Wood St., Pittsburg.**  
**FAIRBANKS, MORSE & CO., 36 Main St., Louisville.**  
**FAIRBANKS & CO., 302 & 304 Washington Av., St. Louis.**  
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Official List of Patents Issued by the United States Patent-Office.

[FOR THE WEEK ENDING NOVEMBER 26, 1875.]

MECHANICAL AND RAILROAD.

169,610. Railroad Switches, John L. Arms, New Orleans, La.

169,624. Car Couplings, R. A. Cowell, Cleveland, Ohio.

169,646. Rolls for Rolling Blanks for Pole-caps, W. J. Lewis, Pittsburg, Penn.

169,664. Car-axle Boxes, George Williams, Mystic River, Conn.

169,676. Water Regulators and Indicators for Steam Boilers, Dexter Cook, Elmira, Ohio.

169,717. Rail Joints, Geo. A. Mead, Salem Centre, N. Y.

169,719. Governors and Cutoffs for Steam Engines, Martin D. Miller, Oswego, Kansas.

169,723. Machines for Making Tubing, Geo. H. M. Munt, Church Hill House, Handsworth, England.

169,736. Tempering and Forming Articles of Steel, G. F. Simonds, Fitchburg, Mass.

169,741. Time Signals for Railroads, Joseph A. Talpey, Somerville, Mass.

169,758. Sectional Steam Boilers, V. D. Anderson, Springfield, Ohio.

169,791. Metallic Arched Truss Bridges, J. B. Eads, St. Louis, Mo.

169,792. Car-axle Boxes, Jas. Eccles, Philadelphia, Penn.

169,793. Manufacture of Spiegleisen, Jas. H. Etheridge, Chicago, Ill.

169,804. Pawl and Ratchet Mechanisms, G. D. Hamblin, Deering, Mo.

169,810. Alloys for Preventing Incrustation upon Metals, O. Holden, New York.

169,811. Switch Signals, John Imray, No. 20 Southampton Buildings, Chancery Lane, England.

169,815. Steam Governors, Junius Judson, Rochester, N. Y.

169,819. Elevated Railways, Alfred E. Lozier, New York.

MINING.

169,718. Ore Roasting furnaces, H. G. Livermore, San Francisco, Cal.

SHEET METAL.

169,761. Manufacture of Stove Pipes, Lafayette Bomeroff, Springfield, Ohio.

169,784. Punching Machines, Ferdinand Deming, Waterbury, Conn.

169,820. Soldering Tools, Wm. S. Macqueen, Philadelphia, Penn.

169,863. Machines for Making Pipe Elbows, Andreas Syverson, Chicago, Ill.

169,878. Manufacture of Metal Tubing, Stephen W. Wood, Cornwall, N. Y.

John C. Holland has been elected President, H. H. Graue Treasurer, and W. W. Orndorff Secretary of the Baltimore, Catonsville and Elliott's Mills Railroad Company. During the past year 241,269 passengers were carried, against 251,072 the previous year, a decrease of 9,803. The ordinary running expenses of the company were also reduced, but extraordinary expenses had been incurred in renewing a portion of the track. During the year a dividend of eight per cent was declared on the stock.

The Executive Committee of the Connecticut Valley Railroad Company have leased the new Connecticut Central Railroad at an annual rental of \$25,000. This includes that part of the road in Connecticut extending from East Hartford to the Massachusetts State line, a distance of 21 miles. The remaining 7 miles to Springfield are under negotiation. The new road will be opened to travel by about the middle of December, and will give to the Valley road 79 miles, from tide water at Saybrook to Springfield, where there are important connections opening up large freighting facilities.

The first regular train over the New York and Canada Railroad from Montreal arrived at Whitehall on the 29th ult., making the run in eight hours. The road is now open for traffic.

## HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactury) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

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### MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT.

We are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

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Manufacture a superior quality of ROSENDALE CEMENT, (equal to any) put up in new barrels made by themselves, and well papered, and average 300 lbs. Cement to each barrel.

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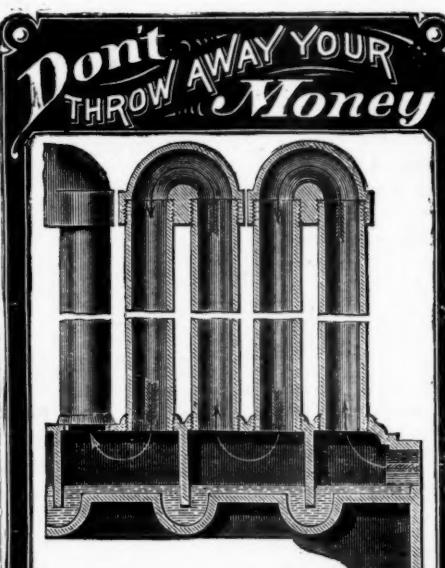
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It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

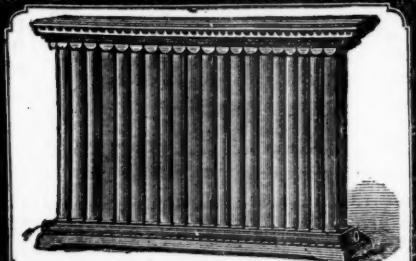
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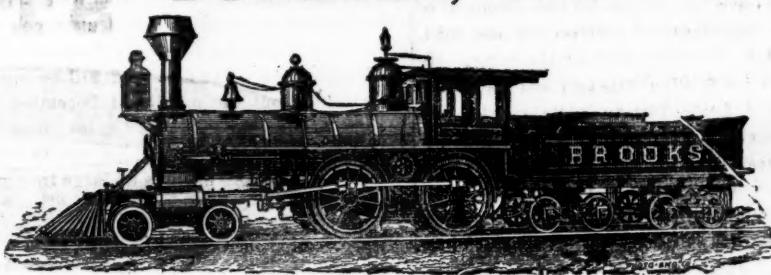
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